URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995

AGENDA OF THE
TRANSPORT AND
ENVIRONMENTAL
COMMITTEE

NOV. 6, 1995—

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995

URBAN MUNICIPAL

NOV 6 1995

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 November 6
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **CONSENT AGENDA**

2. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) **PUBLIC WORKS DIVISION**

   (i) Policy Concerning Reversing Garbage Collection Vehicles on Property

   (ii) Public Works and Traffic Department - Streets, Local Roads and Fleet Services Divisions 1996 - 2005 Provisional Capital Budget

   (iii) Storm Damage - Hurricane Opal 1995 October 5

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

(b) **TRAFFIC SERVICES DIVISION**

(i) Status of the City's "First Attendance Facility" to deal with Parking Infraction Notices

(ii) Towing of Vehicles Parked in contravention of Municipal By-laws

(iii) Traffic Division Projects, 1996 - 2005 Capital Budget

(iv) Intersection of Locheed Drive and Racalmuto Street

(v) Hamilton Parking Authority's Courtesy Envelope Program - Effect on Parking Enforcement Revenues

3. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(a) Hotz Environmental Services Inc.
Application to Amend Provisional Certificate of Approval
No. A100146 for a Waste Disposal Site (Processing)
For No. 239 Lottridge Street

(b) Hamilton Santa Claus Parade - Saturday, 1995 November 18

(c) Transportation/Environmental Services Division,
1996 - 2005 Capital Budget

4. **OTHER BUSINESS**

Installation of Sidewalk
South Side of Solidarnosc Place
between Barnsdale Avenue North and Olga Street

5. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
5.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary
1995 November 6th

Appendix 2

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Policy Concerning Reversing Garbage Collection Vehicles on Private Property**

RECOMMENDATION:

1. That the City of Hamilton not enter into Garbage Collection Agreements on private property where sanitation vehicles cannot accommodate the garbage collection without reversing the vehicle.

2. That during the site plan approval process, the applicant be advised by the Traffic Division of the Department of Public Works and Traffic whether or not garbage collection can be accommodated on site taking into consideration the requirement for no reversing vehicle movements.

C. Liff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The City enters into Garbage Collection Agreements for properties that have townhouses or condominiums that have a private roadway that can accommodate the large sanitation vehicles. During the site plan approval process the Traffic Division of the Department of Public Works and Traffic ensures that such things as turning radii, pavement widths, road grades and overhead clearances can handle the vehicles. Also, the Streets Division receives requests for garbage collection at existing apartment building sites and commercial properties. In these cases the sites are reviewed in the field by the Sanitation

Superintendent who determines if the vehicles can pick up the garbage without having to perform a reversing movement.

Although most sites can accommodate sanitation vehicles with drive-in, drive-out movements and no reversing movements, some sites require a reversing movement. Safe procedures have been established for reversing vehicles. Improper reversing of vehicles is a major cause of construction and industrial related fatalities. Backing a vehicle, particularly a large vehicle, is always a risky manoeuvre. Therefore, to reduce the risk of damage to private property or personal injury, we recommend that garbage collection agreements on private property not be entered into if reversing vehicle movements are required on the site.

RPM/rb

c.c. R. Karl, Traffic Division, Department of Public Works & Traffic
c.c. E. M. Gill, Senior Director, Roads Department

2(a)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Public Works & Traffic Department - Streets, Local Roads and Fleet Services Divisions 1996-2005 Provisional Capital Budget**

RECOMMENDATION:

1. That the attached capital projects from the Public Works and Traffic Department - Streets, Local Roads and Fleet Services Divisions be considered for inclusion in the ten year 1996-2005 Provisional Capital Budget, and

2. That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

The attached Tables 1, 2 and 6 show the 1996-2005 Provisional Capital Budget Program for the Streets, Local Roads and Fleet Services Divisions of the Public Works and Traffic Department.

In each Division, a new figure appears in the horizon year 2005, however there is no change in the figures for the years 1996 to 2004 in the approved 1995 to 2004 Capital Budget. Beginning in 1995, the Fleet Services Division was required to show the Replacement Vehicle Program within the Provisional Capital Budget Program. In the past these vehicle

purchases were funded from the Reserve for Replacement Vehicles. The Capital Budget Sub-Committee may wish to consider the funding to continue from this Reserve. If this is included in the Provisional Capital Budget it will result in a $59,760,000 increase over 10 years in the Fleet Services Division Capital Budget.

RPM/rb
attachment

c.c. N. Adhya, Treasury
c.c. S. Reeder, Secretary, Finance & Administration Committee

The Corporation of the City of Hamilton

1996-2005 PROVISIONAL CAPITAL BUDGET PROGRAM

September 25,1995

TABLE 1
PUBLIC WORKS DEPARTMENT - STREETS & SANITATION

1995 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	ANNUAL OPERATING COST
1.0	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1996	1996	670	168	502										
2.1	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1997	1997	690	173		517									
2.2	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1998	1998	710	178			532								
2.3	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	1999	1999	730	183				547							
2.4	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2000	2000	750	188					562						
3.1	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2001	2001	775	194						581					
3.2	PWD-L	CITY'S SHARE OF LOCALS RESIDENTIAL	2002	2002	800	200							600				
3.3	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2003	2003	820	205								615			
3.4	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2004	2004	845	210									635		
3.5	PWD-L	CITY'S SHARE OF LOCALS - RESIDENTIAL	2005	2005	870	215										655	
4.0	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1996	1996	7,445	1,861	5,584										
5.0	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM -LOCAL ROADS PHASE II	1997	1997	700	175		525									
6.1	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1997	1997	7,670	1,918		5,752									
6.2	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1998	1998	7,900	1,975			5,925								
6.3	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1999	1999	8,135	2,034				6,101							
6.4	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2000	2000	8,380	2,095					6,285						
7.1	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM -LOCAL ROAD	2001	2001	8,630	2,158						6,472					
7.2	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2002	2002	8,890	2,223							6,667				
7.3	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2003	2003	9,160	2,290								6,870			
7.4	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2004	2004	9,445	2,360									7,085		
7.5	PWD-L	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2005	2005	9,739	2,435										7,304	
		1996 - Sub-Total Public Works - Local Road (Net City Costs - 70,316)			93,754	23,438	6,086	6,794	6,457	6,648	6,847	7,053	7,267	7,485	7,720	7,959	0
		1995 - Sub-Total Public Works - Local Road (Net City Costs)					6,086	6,794	6,457	6,648	6,847	7,053	7,267	7,485	7,720		0
8.0	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	1996	1996	50		50										
9.1	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	1997	1997	50			50									
9.2	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	1998	1998	50				50								
9.3	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	1999	1999	50					50							
9.4	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	2000	2000	50						50						
9.5	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE SEPOTS	2001	2001	50							50					
9.6	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	2002	2002	50								50				
9.7	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	2003	2003	50									50			
9.8	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	2004	2004	50										50		
9.9	PWD-S	CONSTRUCTION - UPGRADING MAINTENANCE DEPOTS	2005	2005	50											50	

The Corporation of the City of Hamilton

1996-2005 PROVISIONAL CAPITAL BUDGET PROGRAM

September 25,1995

TABLE 1
PUBLIC WORKS DEPARTMENT - STREETS & SANITATION

1995 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	ANNUAL OPERATING COST
10.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD HIGH DENSITY	1996	1996	120		120										145
11.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	1998	1998	130				130								197
12.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	2001	2001	150							150					204
13.0	PWD-S	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	2004	2004	170										170		215
14.0	PWD-S	SANDER WING PLOW UNIT	1997	1997	280			280									
15.0	PWD-S	SANDER WING PLOW UNIT	1998	1998	290				290								
16.0	PWD-S	SANDER WING PLOW UNIT	2001	2001	150							150					165
17.0	PWD-S	SANDER WING PLOW UNIT	2004	2004	160										160		175
18.0	PWD-S	VACALL (CATCH BASIN CLEANER)	2002	2002	245								245				115
19.0	PWD-S	SUBDIVISION STREET SWEEPER	1998	1998	150				150								131
20.0	PWD-S	SUBDIVISION STREET SWEEPER	2002	2002	160								160				141
21.0	PWD-S	MOTOR VEHICLE REQUIREMENTS - SIGNALS AND HOISTS	2002	2002	72								72				
22.0	PWD-S	ENHANCED STREETSCAPING	1996	1996	108		108										19
23.0	PWD-S	WATER TRUCK - TRAFFIC ISLAND PROGRAMME	1996	1996	68		68										9
24.0	PWD-S	FORESTRY RENOVATIONS - UPPER OTTAWA YARD	2005	2005	90											90	0
25.0	PWD-S	CONSTRUCT SERVICE GARAGE - BRAMPTON YARD	2004	20054	1,284										100	1,184	40
		1996 - Sub-Total Public Works - Streets & Sanitation (net City Costs 4,127)			4,127	0	346	330	620	50	50	350	527	50	480	1,324	1,556
		1995 - Sub-Total Public Works - Streets & Sanitation (net City Costs 2,803)			2,803	0	346	330	620	50	50	350	527	50	480		1,943
		1996 - Total Public Works - Streets & Sanitation (net City Costs 74,443)			97,881	23,438	6,432	7,124	7,077	6,698	6,897	7,403	7,794	7,535	8,200	9,283	1,556
		1995 - Total Public Works - Streets & Sanitation (net City Costs)					6,432	7,124	7,077	6,698	6,897	7,403	7,794	7,535	8,200	0	1,943

The Corporation of the City of Hamilton

1996-2005 PROVISIONAL CAPITAL BUDGET PROGRAM

September 25, 1995

TABLE 2
PUBLIC WORKS DEPARTMENT - FLEET SERVICES

1995 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	ANNUAL OPERATING COST
1.0	PWD-F	REPLACEMENT OF COMPUTERIZED FUEL CONTROL SYSTEM	1996	1996	174		174										
2.0	PWD-F	VEHICLE REPLACEMENT PROGRAM	1996	1996	2,945		2,945										
3.1	PWD-F	VEHICLE REPLACEMENT PROGRAM	1997	1997	4,690			4,690									
3.2	PWD-F	VEHICLE REPLACEMENT PROGRAM	1998	1998	5,009				5,009								
3.3	PWD-F	VEHICLE REPLACEMENT PROGRAM	1999	1999	5,359					5,359							
3.4	PWD-F	VEHICLE REPLACEMENT PROGRAM	2000	2000	5,745						5,745						
3.5	PWD-F	VEHICLE REPLACEMENT PROGRAM	2001	2001	6,170							6,170					
3.6	PWD-F	VEHICLE REPLACEMENT PROGRAM	2002	2002	6,637								6,637				
3.7	PWD-F	VEHICLE REPLACEMENT PROGRAM	2003	2003	7,151									7,151			
3.8	PWD-F	VEHICLE REPLACEMENT PROGRAM	2004	2004	7,716										7,716		
3.9	PWD-F	VEHICLE REPLACEMENT PROGRAM	2005	2005	8,338											8,338	
		1996 - Sub-Total - Fleet Services (net City Costs - 59,934)			59,934	0	3,119	4,690	5,009	5,359	5,745	6,170	6,637	7,151	7,716	8,338	0

The Corporation of the City of Hamilton

1996-2005 PROVISIONAL CAPITAL BUDGET PROGRAM

September 25, 1995

TABLE 6
PUBLIC WORKS DEPARTMENT - OWNERS SHARE OF LOCAL IMPROVEMENTS

1995 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	ANNUAL OPERATING COST
219.1	PWD-L	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1996	1996	755	189	566										
219.2	PWD-L	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1997	2000	3,245	811		585	600	615	634						
220.1	PWD-L	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	2001	2005	4,640	1,164						656	675	694	715	736	
		1996 - Sub-Total - Owners Share of Local Improvements (net City Costs - 6,476)			8,640	2,164	566	585	600	615	634	656	675	694	715	736	0
		1995 - Sub-Total - Owners Share of Local Improvements (net City Costs -)			5,740		566	585	600	615	634	656	675	694	715		

2(a)xiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 31

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner

SUBJECT: **Storm Damages - Hurricane Opal October 5, 1995**

RECOMMENDATION:

That the Department of Public Works & Traffic be authorized to continue to fund Arboriculture storm damage centre No. 60428, recognizing that this account is in overdraft.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

With respect to the current budget, at present centre No.60428 is in overdraft approximately $109,854.00 to be paid from the department of Public Works and Traffic overall budget. It is reasonable to assume as winter approaches a further expenditure in this account from future storms.

A detailed account of the budgetary impact for the clean-up work is as follows:

Streets and Sanitation Division

Forestry-Centre 60428		**Streets-Various Centres**	
Labour	$ 78,656.00	Labour	$ 10,500.00
Equipment	$ 27,848.00	Equipment	$ 3,500.00
TOTAL	$106,504.00		$ 14,000.00

BACKGROUND:

Hurricane Opal, dubbed "the worst storm in 50 years" by the local media hit the Hamilton area on October 05, 1995 with winds gusting to 95 km\h and up to 4 inches of rain in just 2 hours. As a result, the Department of Public Works and Traffic were required to mobilize extra crews in order to address hazardous and potentially unsafe conditions.

On the day of the storm severe flooding and large trees blown over on the road and in hydro wires were the cause of most concerns. Streets Division Crews removed log jams and rocks from Red Hill Creek/Chedoke Creek drainage areas. In some cases culverts were reduced to 25% efficiency because of blockage. Large trees toppled over and brush and branch debris kept Forestry crews working all weekend. A contributing factor in the duration and cost of the clean up program was the amount of debris and trees that were blown on to the public road allowance from private property.

RG/nb

c.c. C. Firth-Eagland, Manager of Streets and Sanitation
c.c. C. Gibbs, Superintendent, Streets and Sanitation
c.c. J. Pook, Horticulturist
c.c. K. Jones, Foreman, Forestry

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 27
File No: TEC-279-95 / Author: M. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Status of the City's "First Attendance Facility" to deal with Parking Infraction Notices

RECOMMENDATION:

That the Manager of Community Traffic Services and/or his designate be authorized to liaise with other Ontario Municipalities requesting assistance in establishing, implementing and developing their own First Attendance Facilities for Parking Infractions.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

On 1994 August 15 the City of Hamilton, in accordance with new Provincial Legislation, established a "First Attendance Facility" to deal with parking infraction notices. The First Attendance Facility was set up to provide better customer service to those motorists who receive parking infraction notices, by allowing them to express their views and receive information about their infractions in an informal setting; thereby eliminating unnecessary Court appearances, and reducing the Court backlogs.

While the establishment of a First Attendance Facility was optional, the Ministry of the Attorney General's office promoted other possible benefits of this system such as:

- increased public awareness of municipal by-laws and improved public relations; and
- earlier and increased payments of parking fines; and
- reduction of Court time for Parking Control Officers and Court Prosecutors; and
- improved prosecutions based on the narrowing of the issue of the dispute.

- decrease in Provincial Ministries involvement such that there will be a better audit trail of parking fine payments.

The Ministry originally predicted that the operation of a First Attendance Facility might result in 70% of all parking infraction disputes being resolved at that level, rather than through the Courts. However, in our first year of operation, Hamilton experienced an 85% resolution rate at our facility rather than in the Courts. Furthermore, there is a 95% conviction rate in Court for the remaining 15% of motorists who choose to take their disputes to Court.

Hamilton was one of the first municipalities to establish a First Attendance Facility and our successful experience was first highlighted in a press release by the Ministry of the Attorney General's office on 1994 December 6. Since then, the Ministry of the Attorney General's office has asked Hamilton staff to entertain a delegation from the City of Calgary to explain our process and the associated benefits. Also, at the Ontario Traffic Conference Parking Convention, in Niagara Falls on 1995 October 23, Marty Hazell, Manager of Community Traffic Services, was asked by the Ministry of the Attorney General's office to give a brief outline of our successful venture. This briefing developed into a question and answer session where other municipalities fielded questions to both Marty Hazell and William Young, Coordinator of Parking Control and Prosecution.

The Ontario Traffic Conference Parking Convention was attended by representatives of over 23 Ontario Municipalities, and many of these attendees expressed a genuine interest in the City of Hamilton's operation. Thus, it is apparent that Hamilton's system is the "model" for Ontario, and staff have been asked to assist, as necessary, other municipalities in setting up and refining their systems.

MH/jd

2(b)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 30
File No. TEC-274-95 / Author: P. Buckle

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Towing of Vehicles Parked in Contravention of Municipal By-laws

RECOMMENDATION:

a) That approval in principle be given for the use of a single towing agency for vehicles towed through the Public Works and Traffic Department; and,

b) That approval in principle be given to transfer the function of "High Priority" towing from the Hamilton-Wentworth Regional Police Department to the Public Works and Traffic Department, subject to the approval of the Hamilton-Wentworth Regional Police Services Board; and

c) That Staff of the Public Works and Traffic Department be authorized to discuss with the Hamilton Parking Authority, the Parking Authority's needs with respect to the towing of vehicles from Municipal Car Parks.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

With respect to recommendations a) and b), there is a potential for additional revenue to be accrued to the City, in the order of $12,000.00 annually, without the requirement of additional equipment or manpower. With respect to recommendation c), the provision of towing services from Municipal Car Parks by the Public Works and Traffic Department will effectively manage any issues with respect to the Parking Authority's liability.

BACKGROUND:

On 1992, April 14th, The City Council approved a request by the Hamilton-Wentworth Police Services Board, that the City assume overnight parking enforcement and the responsibility for towing "abandoned" vehicles within the City of Hamilton.

With respect to the towing function, this Department has basically followed the fundamental process established by the Regional Police, with the exception of a number of minor procedural modifications being made in the interest of efficiency and public relations.

The most recent modification being investigated is the option of employing, for a limited term, a single towing agency for the provision of all towing and storage services. Currently, the Corporation is using some 16 different agencies to tow and store abandoned vehicles, based upon the Police Department's Towing Rotation system. The Parking Control Section's significantly smaller work force, limited range of authority, and narrower scope of operations, render the use of multiple towing agencies logistically and fiscally unacceptable.

Among the disadvantages of employing multiple agencies are; the scattering throughout the Region of the various storage compounds which require an unacceptable expenditure of time and manpower to track vehicles which have been towed and to ensure that the storage facilities are maintained in compliance with the Corporation's standards; the failure on the part of most of the towing agencies to meet the insurance requirements of the City; and the complexity of record keeping tasks inherent in dealing with multiple agencies, exacerbating the risk of human error and impacting on the management of the operation as a whole.

By utilizing the services of a single agency, the Department's ability to manage costs will be enhanced and the towing of vehicles can be carried out in a more efficient manner. Using a single towing company, within the City limits only, will also facilitate the retrieval of towed vehicles by the owners, resulting in improved "customer service".

Having initiated a Request for Quotation, whereby area towing agencies were invited to submit bids describing a "per vehicle" processing fee payable to the Corporation, Staff were able to determine that the selection of a single agency would defray a portion of the Department's operating costs.

The Hamilton-Wentworth Regional Police and the Public Works and Traffic Department have also discussed a further reduction of the Police Department's role in Municipal By-law enforcement, by transferring the function of High Priority towing to the Parking Control Section. This, of course, would be subject to the approval of the Police Services Board, which Alderman Merling, as Chairman of the Transport and Environment Committee, intends to appear before at their next meeting.

A High Priority tow is the towing of vehicle which is illegally parked and which, due to extenuating circumstances, must be performed immediately. Extenuating circumstances include such circumstances as a driveway obstruction whereby a property owner is unable to enter or leave their property, or the obstruction of a commercial refuse bin for which pick-up service is imminent, etc.

Since the use of a single towing agency will make the towing process more efficient, High Priority tows can be done with the existing staff, and all associated revenues will be accrued to the City.

With respect to the towing of vehicles from Municipal Car Parks; it is the intention of the Public Works and Traffic Department to provide a more comprehensive and "needs specific" towing service to the Hamilton Parking Authority. It is the belief of Staff, in view of the Parking Control sections vested interest in all aspects of Traffic By-law enforcement, that an ongoing dialogue with the Parking Authority will better define the parameters of the services that can be delivered. Of course, these services would only be offered if they can be provided with existing staff and equipment.

2(b)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 23
File No. TEC-268-95 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Traffic Division Projects, 1996-2005 Capital Budget

RECOMMENDATION:

a) That the attached Capital Projects of the Department of Public Works and Traffic, Traffic Division, be considered for inclusion in the ten year 1996-2005 Provisional Capital Budget; and

b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Two projects were approved for inclusion in the Capital Budget in previous years. Two new projects have been added, one as a result of provincially mandated regulation changes, entitled Legally Required Traffic Sign Replacement, and one as a result of advice from the Solicitor, entitled Removing of Crosswalk Lines.

BACKGROUND:

The Traffic Division is proposing four capital budget projects for the 1996-2005 Capital Budget. A brief explanation and description follows.

1. Legally Required Traffic Sign Replacement

With the 1995 revisions to the Ontario Manual of Uniform Traffic Control Devices, certain signs (including stop signs, one-way arrows, hazard markers) must be manufactured using a higher grade of reflective sheeting. This is the material which reflects headlight beams back to the driver.

Not only must all new signs be manufactured using this material, but all existing signs must be upgraded by the year 2002. As six years is far earlier than normal replacement would require, a program must be undertaken to specifically remove and replace the necessary signs in order to meet the provincial schedule.

A brief survey of other Ontario municipalities found that all municipalities intend to comply with the regulations. Therefore, failure to undertake a program to meet the provincial requirements would leave Hamilton in an extremely undesirable position from the point of view of liability.

As many of the signs to be changed are also used on the Regional road system, a similar submission to the Regional capital budget process has been made.

2. Removal of Crosswalk Lines

Prior to 1994, the City painted pedestrian crosswalk lines at locations which were not protected by traffic signals or school crossing guards. As a budget reduction measure, painting of crosswalk lines at almost all of those unprotected locations has been discontinued in the past two years. Crosswalk lines of this nature typically take 5-6 years to fade completely away. However, the solicitors advise that painting of some or all of these lines may not have been appropriate in the first place and that the best course of action to be undertaken is to remove these lines immediately. Therefore, a capital budget project has been prepared for the complete removal of these lines through sandblasting or grinding. A similar project will be considered in the Region's capital budget process.

3. Traffic Signal Modernization

The Traffic Division, on behalf of the Regional Roads Department, is undertaking a very large scale project to upgrade the basic control units which operate all traffic signals within the Region. This has become necessary, as the old-fashioned equipment which presently operates our traffic signals has become unreliable, and the parts necessary for repair have become virtually unobtainable. The Regional

program is based on replacing all traffic signal control units over the next 5 years. It is appropriate to undertake the same improvements at intersections operated under City jurisdiction. There are approximately 20 traffic signals under City jurisdiction and 4 of those were upgraded in 1995. The funding proposed for the traffic signal modernization would allow for upgrading of approximately 4 locations per year, as well as other improvements as required for improved traffic flow.

4. Additional Traffic Service Truck

At present, the number of service vehicles for traffic signal maintenance is matched to the number of two-man crews. This provides no spare vehicle when a truck is unavailable for service due to regular or emergency maintenance. Since these are specialized bucket trucks, this creates a situation where a crew is far less efficient.

The short-term solution has been to retain the oldest truck in the fleet which would normally have been returned for depreciation replacement. However, this leads to having an old, unreliable vehicle in the fleet. In addition, there are certain maintenance requirements for the boom unit, which are extremely expensive, which are avoided by returning the vehicle at the end of its depreciated life.

The appropriate course of action, as discussed with the Fleet Services Division, is to provide a proper new vehicle. The necessity of the vehicle has been shown by the use of the "spare" vehicle, which has been over 900 hours annually.

It is therefore recommended that the above 4 projects be endorsed by the Transport and Environment Committee and forwarded to the Capital Budget Sub-Committee of Management Team for consideration within the capital budget preparation.

HLS/klk
Attach.

c.c. Allan C. Ross, Treasurer
Treasury Department

Nik Adhya, Manager of Budgets, Treasury Department

Hart L. Solomon, P. Eng., Manager of Traffic Engineering and Operations Department of Public Works and Traffic, Traffic Division

The Corporation of the City of Hamilton

1996-2005 PROVISIONAL CAPITAL BUDGET PROGRAM

September 25, 1995

TABLE 5
PUBLIC WORKS DEPARTMENT - TRAFFIC DIVISION

1995 PROJ NO.	DEPT.	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	ANNUAL OPERATING COST
1.1	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	1996	1996	75		75										(8)
1.2	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	1997	1997	75			75									(8)
1.3	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	1998	1998	75				75								(8)
1.4	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	1999	1999	75					75							(8)
1.5	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	2000	2000	75						75						(8)
1.6	TRAF	LEGALLY REQUIRED TRAFFIC SIGN REPLACEMENT	2001	2001	75							75					(8)
2.0	TRAF	REMOVAL OF CROSSWALK LINES	1996	1996	60		60										
3.0	TRAF	TRAFFIC SIGNAL MODERNIZATION	1996	1996	74	15	59										
3.1	TRAF	TRAFFIC SIGNAL MODERNIZATION	1997	1997	75	15		60									
3.2	TRAF	TRAFFIC SIGNAL MODERNIZATION	1998	1998	77	15			62								
3.3	TRAF	TRAFFIC SIGNAL MODERNIZATION	1999	1999	79	16				63							
3.4	TRAF	TRAFFIC SIGNAL MODERNIZATION	2000	2000	83	17					66						
3.5	TRAF	TRAFFIC SIGNAL MODERNIZATION	2001	2001	85	17						68					
3.6	TRAF	TRAFFIC SIGNAL MODERNIZATION	2002	2002	86	17							69				
3.7	TRAF	TRAFFIC SIGNAL MODERNIZATION	2003	2003	89	18								71			
3.8	TRAF	TRAFFIC SIGNAL MODERNIZATION	2004	2004	90	18									72		
3.9	TRAF	TRAFFIC SIGNAL MODERNIZATION	2005	2005	92	18										74	
4.0	TRAF	ADDITIONAL TRAFFIC SERVICE TRUCK	1996	1996	170		170										
		Sub-Total Traffic (NET CITY COSTS - 1,344)			1,510	166	364	135	137	138	141	143	69	71	72	74	(48)
		Approved 1995-2004 Capital Budget (NET CITY COSTS - 760)			956	196	229	60	62	63	65	66	68	69	71	72	0
		Over or (Under) Request (NET CITY COSTS - 584)			554	(30)	135	75	75	75	75	75	75	0	0	0	74

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Department of Public Works and Traffic, Traffic Division

2. PROJECT NAME: Legally Required Traffic Sign Replacement

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
The Ontario Manual of Uniform Traffic Control Devices was revised in May of 1995. This quasi-legal manual now requires certain signs (including stop signs, one-way arrows, hazard markers, etc.) to be manufactured with a higher grade of reflective sheeting. The manual also dictates that all existing signs be upgraded by 2002. Since the average lifespan of a sign in Hamilton is 12-15 years, it is not possible to replace signs only as they become damaged or worn - the signs must be replaced in a formal program. The Region is undertaking a similar program.

4. DEPARTMENT PRIORITY ORDER: 1 of 4

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	X
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:
As noted, the change to the Provincial standard dictates that the signs must be upgraded, by the deadline imposed.

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

(a)	PROJECT STARTING DATE (MONTH-YEAR):	1996 March
(b)	PROJECT FINISHING DATE (MONTH-YEAR):	2001 December

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 450,000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy and describe) While work of this nature is subsidizable, it is unlikely that the City would be eligible for additional Provincial subsidy overall.
$ 0

(c) LESS OTHER RECEIPTS (Specify): _____
$ _____

(d) NET CITY'S COST: $ 450,000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 75,000	- 2001	$ 75,000
- 1997	$ 75,000	- 2002	$
- 1998	$ 75,000	- 2003	$
- 1999	$ 75,000	- 2004	$
- 2000	$ 75,000	- 2005	$

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) 1996 December

(b) COSTS (Specify items)

Reduced sign maintenance	$ (4,000)
	$
	$

GROSS COST (All Inclusive) $ (4,000)

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ (4,000)

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1997 January-December

(f) GROSS COST (All Inclusive) $ (8,000)

	$
	$
	$

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ (8,000)

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _X_ Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Possibly lower safety associated with less visible signs. Very large liability risk associated with not following the Manual rules - especially if the changes are made on Regional roads, and not made on City streets.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No _X_ Yes ___; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) _____

(b) AT CITY'S COST OF $_____

(c) SCHEDULED TO START IN THE YEAR 1996

_____ Sep 28th 95

Signature of Department Head/ Local Board Manager *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Department of Public Works and Traffic, Traffic Division

2. PROJECT NAME: Removal of Crosswalk Lines

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Up to 1994, the City painted pedestrian crosswalk lines at locations which were not supervised by a school guard and were not signalized. This painting was eliminated as a budget cut in 1994. A recent legal review of the status of these types of crosswalks (mid-block, no traffic control) indicated that while they may have provided a service, it was not appropriate to paint them under current legislation. The legal advice is to remove these lines completely.

4. DEPARTMENT PRIORITY ORDER: 2 of 4

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	X
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:
If not implemented possible legal action may develop.

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 1996 May
(b) PROJECT FINISHING DATE (MONTH-YEAR): 1996 October

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ _____
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ _____

(c) LESS OTHER RECEIPTS (Specify): _____
_____
_____ $ _____

(d) NET CITY'S COST: $ _____

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 60,000	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) ____----____
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ ____----____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ ____----____

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _X_ Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Contract costs for line removal as tendered by City's Purchasing Department.

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

As noted, prime consideration is potential litigation which may occur if action is not taken.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No _X_ Yes ___; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) _____

(b) AT CITY'S COST OF $_____

(c) SCHEDULED TO START IN THE YEAR _____

_____ Sep 28th 95

Signature of Department Head/ Local Board Manager *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Department of Public Works and Traffic, Traffic Division

2. PROJECT NAME: Traffic Signal Modernization

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Modernization of four existing signals at City jurisdiction locations in 1996 and each subsequent year. This program will operate in parallel with a major replacement program on Regional roads. The signal control units have reached the end of their effective life, and replacement parts are no longer available. The units must be replaced before it is impossible to repair them. The replacement will ensure compatibility with the new operating system planned for the Regional system.

4. DEPARTMENT PRIORITY ORDER: 3 of 4

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	X
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:
The upgrades are required to keep the traffic signals operating. Required for compatibility with new master control system funded by the Region. Maintenance costs should be lower than with present equipment.

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

(a)	PROJECT STARTING DATE (MONTH-YEAR):	1996 March
(b)	PROJECT FINISHING DATE (MONTH-YEAR):	2005 December

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 830,000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ 166,000

(c) LESS OTHER RECEIPTS (Specify): _____
_____
_____ $ _____

(d) NET CITY'S COST: $ 664,000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 59,000	- 2001	$ 68,000
- 1997	$ 60,000	- 2002	$ 69,000
- 1998	$ 62,000	- 2003	$ 71,000
- 1999	$ 63,000	- 2004	$ 72,000
- 2000	$ 66,000	- 2005	$ 74,000

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) 1996 December
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ 0

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ 0

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1997 January - December

(f) GROSS COST (All Inclusive) $ 0

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ 0

(h) NET CITY'S COST $ 0

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Traffic signals which would become inoperative and unrepairable. Safety and liability implications would be associated with these failures.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 81.1 to 81.9

(b) AT CITY'S COST OF $59,000 (1996) $72,000 (2004) annually

(c) SCHEDULED TO START IN THE YEAR 1996 to 2004

_____ Sep 28th 95

Signature of Department Head/ Local Board Manager *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Department of Public Works and Traffic, Traffic Division

2. PROJECT NAME: Additional Traffic Service Truck

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
One heavy-duty bucket truck for traffic signal repair.

4. DEPARTMENT PRIORITY ORDER: 4 of 4

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	
(b)	HEALTH/SAFETY/ENVIRONMENT	
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	X
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:
Required to ensure continuity of service. At present, when one of the other five similar vehicles is out of service for maintenance, a two-man crew is limited in the activities they are able to accomplish. This occurs regularly, as a result of routine or emergency repairs. As an interim measure, a vehicle due to be returned at the end of the depreciation cycle has been kept. However, this is not appropriate, as the vehicle is old and unreliable, and has high operating and maintenance costs. Virtually all work done with the proposed vehicle will be for the Region, so the operating cost will be recovered 100%, plus 7% overhead. Need for vehicle proven with extensive use of present unit (900 hours per year).

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): September 1996
(b) PROJECT FINISHING DATE (MONTH-YEAR): September 1996

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 170,000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ _____

(c) LESS OTHER RECEIPTS (Specify): _____
_____
_____ $ _____

(d) NET CITY'S COST: $ 170,000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 170,000	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) 1996 Sep - Dec
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ ----------

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) 1997 Jan - Dec

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ ---------

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Purchase price of similar vehicles in 1991, 1992

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

1) If we proceed as at present, the City's risk increases as a full overhaul of the aerial unit is recommended. 2) If we keep the present vehicle but perform the overhaul, the City will incur at cost of $60,000 - $70,000. 3) If we retire the fully-depreciated vehicle, our staff will be left totally without a spare vehicle whenever routine or emergency maintenance is required.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 79.0

(b) AT CITY'S COST OF $170,000

(c) SCHEDULED TO START IN THE YEAR 1996

_____ Sep 28th 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

2(b)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 23
File No. TEC-267-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Locheed Drive and Racalmuto Street - Intersection Control

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Locheed Drive and Racalmuto Street.

L. J. H. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of unwarranted all-way stop control at intersections such as this results in increased motor vehicle operating costs in the order of $10,000. annually.

BACKGROUND:

Alderman Tom Jackson and Alderman Bob Charters recently forwarded a petition signed by 21 area residents, requesting that three-way stop control be implemented at the intersection of Locheed Drive and Racalmuto Street. No specific concerns (other than safety for children) were mentioned regarding the operation of this intersection.

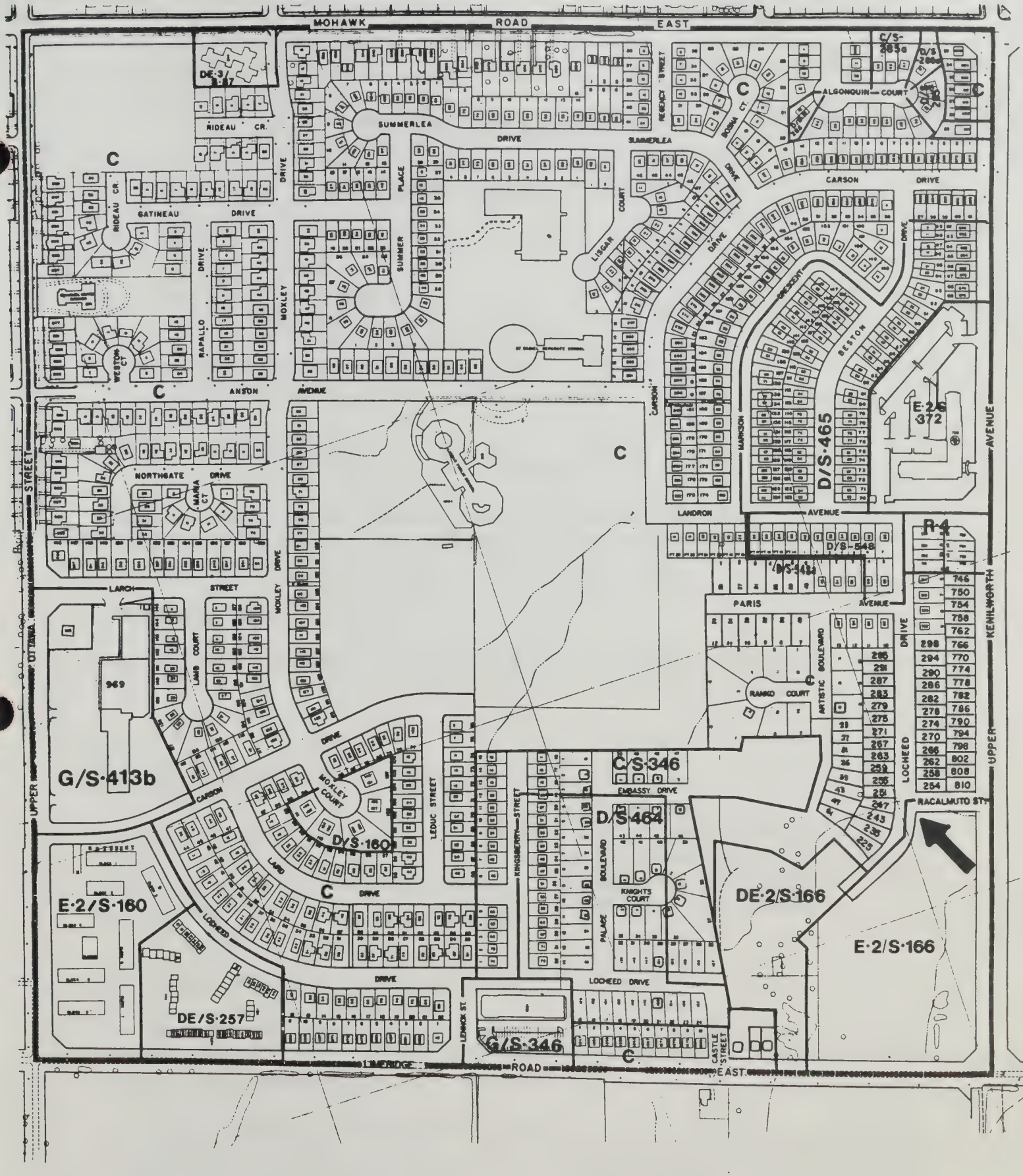
The subject intersection is a "T" type intersection, and presently, westbound traffic on Racalmuto is required to stop for northbound and southbound traffic on Locheed. Records indicate that there has not been a reported collision at this intersection since its construction. Thus, the implementation of three-way stop control could not improve upon this excellent collision record.

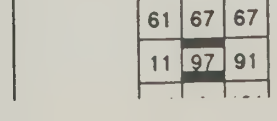
Traffic authorities are in agreement that stop signs should not be used for the purpose of speed control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence in only approximately 100 feet each way of the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

Staff has assessed this request and has its usual concerns respecting the use of all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental effects and stop signs have no effect on the speed or volume of traffic, and unwarranted stop signs create disrespect for the device on the part of the motorist to the extent that the compliance with stop signs is deteriorating every year.

For the above-noted reasons, staff does not support the request for three-way stop control at the intersection of Locheed and Racalmuto.

CVB/MBH/klk


MOHAWK ROAD EAST
DE-3
RIDEAU CR.
SUMMERLEA DRIVE
REGENCY STREET
C/S-285a
ALGONQUIN COURT
CARSON DRIVE
GATINEAU DRIVE
MOXLEY DRIVE
RAPALLO
WESTON CT.
ANSON AVENUE
SUMMER PLACE
LISGAR COURT
BESTON CRESCENT
MARVION
LANDRON AVENUE
D/S-465
E-26
372
NORTHGATE DRIVE
MARNA CT.
LARCH STREET
LAND COURT
969
G/S-413b
PARIS AVENUE
D/S-548
D/S-548a
R-4
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
RACALMUTO ST.
MOXLEY COURT
D/S-160a
LEDUC STREET
KINGSBERRY STREET
C/S-346
EMBASSY DRIVE
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
E-2/S-160
DE-2/S-166
E-2/S-166
DE/S-257
G/S-346
LENNOX ST.
CASTLE STREET
LEMIEUX ROAD EAST
OTTAWA
UPPER
KENILWORTH AVENUE


61 67 67
11 97 91

2(b)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-266-95 / Author: M. B. Hazell

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hamilton Parking Authority's Courtesy Envelope Program - Effect on Parking Enforcement Revenues

RECOMMENDATION:

That the Hamilton Parking Authority be directed to cancel the Courtesy Envelope Program.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Very preliminary estimates indicate that the subject program could further reduce Parking Control revenues in the order of $150,000 annually. While it is not known how much money would be diverted to the Parking Authority, the most optimistic figure would be $50,000. Thus, the overall cost to the Corporation might be in the order of $100,000 annually.

BACKGROUND:

At its meeting of 1995 September 18, the Hamilton Parking Authority Board approved a new program involving the issuance of "Courtesy Payment Envelopes" to illegally parked vehicles on five municipal carparks in the downtown.

The courtesy envelope gives the offending motorist an opportunity to place the outstanding parking fees in the envelope, without receiving a parking tag, since all normal enforcement activities have been suspended at these locations. Motorists who do not pay through the envelope process are subject to receiving a parking tag after the third occurrence. The result is that any fees collected via the courtesy envelope are accrued to the Hamilton

Parking Authority reserves for future purchases of property, and is not returned to the City for disbursement. Thus, there will be a significant negative effect on the City's parking enforcement revenues which the City's corporate budget relies heavily upon.

In 1994, there was a shortfall in revenues accrued through parking enforcement of approximately $950,000 which created serious budgeting difficulties for the Corporation. Several initiatives have been undertaken to improve the situation, and the shortfall will be reduced significantly in 1995. Many of these initiatives involved performance management and efforts to improve the morale of Parking Control staff.

The Parking Authority's courtesy envelope program and the associated suspension of enforcement services has created serious concerns among the City's Union Local 167, since the loss of revenue will affect decisions about the future of the section and its staffing levels. The placement of courtesy envelopes on illegally parked vehicles by outside security forces is also perceived by the Union as "contracting out" which is a violation of the Union agreement. While City staff were involved in brief discussions about the concept, there was no involvement in the design or implementation of this program.

Staff of the Parking Authority support continuing the courtesy envelope program in spite of concerns raised by City staff. They have also expressed the opinion that the program may be expanded, if successful, subject to approval by the Parking Authority Board.

Management of the Parking Authority and the Department of Public Works and Traffic will continue to meet in an attempt to resolve the concerns, but the reality is that this program as it stands will contribute significantly to the parking enforcement revenue shortfall, unless heavier enforcement levels can be directed at other areas of the City. Several restrictions are already in place in many areas, and higher levels of enforcement in other areas of the City will no doubt result in complaints from the council members/residents/businesses in these areas. Also, negative effects on the staff morale as a result of this program will likely contribute further to the revenue shortfall difficulties.

Very preliminary estimates indicate that the lost revenue from these 5 carparks alone could be in the order of $150,000. annually, and this would increase proportionately if the program is expanded.

MBH/klk

3 (a)

CITY OF HAMILTON

- RECOMMENDATION -

RECEIVED
OCT - 6 1995

DATE: 1995 October 3
E308-07-H V. Sferrazza

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Hotz Environmental Services Inc. Application to Amend Provisional Certificate of Approval No. A100146 for a Waste Disposal Site (Processing) for 239 Lottridge Street**

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. amending the Provisional Certificate of Approval, Number A100146, for a waste disposal site (Processing), located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the preparation of the Provisional Certificate of Approval which would apply to the operation of the Household Hazardous Waste facility operated by Hotz Environmental Services Inc.;

c) That the MOEE be requested to forward a copy of the final Provisional Certificate of Approval for Hotz Environmental Services Inc. to the City of Hamilton upon its completion.

P.J. Halliday

Hotz Environmental Services Inc. Application to Amend Provisional Certificate of Approval No. A100146 for a Waste Disposal Site (Processing)

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The West Central Region of the Ministry of the Environment and Energy has received an application from Hotz Environmental Services Inc., requesting an amendment Provisional Certificate of Approval No. A100146 for a Waste Disposal Site (Processing) located at 239 Lottridge Street, Hamilton. In keeping with the established policy, MOEE officials have requested the City of Hamilton to comment on the viability of the proposed Certificate of Approvals from a municipal jurisdictional perspective.

Hotz Environmental Services Inc. currently operates and manages a permanent household hazardous waste, industrial waste management disposal and recycling facility. Hotz has been responsible for operating and managing the Region's Household Hazardous Waste Program since its inception in 1990. Over 180 000 litres of household hazardous wastes, such as paints, battery acid, and cleaning fluids and powders, are collected and processed annually at the existing Hotz facility.

In 1995, Hotz Environmental Services Inc. was awarded the Ontario Waste Minimization Award by the Recycling Council of Ontario for their innovative recycling practices and for developing new markets offshore (Cuba) for re-manufactured paints.

The proponent has requested an increase in storage capacity at their facility from the current number of 2,500 drums to a maximum of 4,500 drums (205L), or 350 000 L in volume at any one time. Processes to be used, which include repackaging and bulking of waste with similar characteristics for recycling and disposal off-site, will remain unchanged.

The handling, processing, and storage of paints will occur inside an existing building which is completely contained, and equipped with an approved sprinkler system as well as a security monitoring system. Furthermore, the site is totally surrounded by a 8 foot high security fence with locking gates at both entrances.

**Hotz Environmental Services Inc. Application
to Amend Provisional Certificate of Approval
No. A100146 for a Waste Disposal Site (Processing)**

Cont'd...

The impetus for this undertaking is to avoid traditional seasonal lay-offs during the winter months, and to satisfy the increased demand for recycled household hazardous wastes, such as paint. This venture will improve the local economy and maintain full-time employment opportunities in the short and long-term.

In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from the Region's Environmental Services Department, and pertinent City and Regional Departments, were requested to review the background documentation provided by Hotz Environmental Services Inc. and the MOEE, and subsequently submit any comments or concerns they might have on the proposed facility.

Environmental Services' staff have discussed the proposed application with the proponent and the MOEE to determine if there are any outstanding City concerns which may not have been addressed in their proposal.

It was determined that the proposal would not compromise any City waste management initiatives, have any significant impact on the sewer system, or conflict with the Hamilton Official Plan. Ultimately, there were no objections expressed by any City and Regional Departments regarding the request for an amendment to the proponents Certificate of Approval.

Potential impact has been evaluated in terms of air quality and odour, water, noise and visual. Impacts resulting from this proposal are minimal. The benefit is quite significant in terms of waste reduction, conservation of resources, and short and long-term economic spin-offs.

The comments which the MOEE staff receive from the Region are considered in their final evaluation and decision in granting a Provisional Certificate of Approval to the proponent.

VS\

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 27
T103-23 (6) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Hamilton Santa Claus Parade
Saturday November 18, 1995 (R-95-60)

RECOMMENDATION:

That the application of the Hamilton Santa Claus Parade Committee to temporarily close the following streets on Saturday November 18, 1995:

Peter Street between Ray Street and Hess Street from 7:00 am to 11:00 am;
Napier Street between Ray Street and Hess Street from 8:00 am to 11:00 am;
Market Street between Queen Street and Ray Street from 9:00 am to 12:00 noon;
Hess Street between Jackson Street and Market Street from 9:30 am to 12:30 pm;
Hess Street between York boulevard and Cannon Street from 9:30 am to 12:30 pm;
Caroline Street between Jackson Street and Market Street from 9:30 am to 12:30 pm;
MacNab Street between Hunter Street and Main Street from 9:30 am to 12:30 pm;
Hughson Street between Jackson Street and King William Street from 9:30 am to 12:30 pm;

be approved, subject to the following conditions:

i) That the prior approval of the Chief of Police or his/her designate be received, and that such permits or authorizations as may be required by the Chief of Police or his/her designate be obtained;

ii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

Cont'd...

Hamilton Santa Claus Parade

Cont'd...

iii) That all barricading be supplied by the Department of Public Works and Traffic;

iv) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Department of Public Works and Traffic on the affected roadways, if deemed necessary by the Commissioner of Public Works and Traffic;

v) That no property owner or resident within the barricaded area be denied access to their property upon request;

vi) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services;

vii) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

viii) That the standard liability provision that the applicant provide proof of $2,000,000. public liability insurance, naming the City of Hamilton and the Region of Hamilton-Wentworth and holding the City of Hamilton and Region of Hamilton-Wentworth harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss be waived, and the City of Hamilton provide this standard insurance requirement.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

Hamilton Santa Claus Parade

Cont'd...

BACKGROUND:

The Hamilton Santa Claus Parade Committee has applied for permission to temporarily close Peter Street between Ray and Hess, Napier Street between Ray and Hess, Market Street between Queen and Ray, Hess Street between Jackson and Market, Hess Street between York and Cannon, Caroline Street between Jackson and Market, MacNab Street between Hunter and Main and Hughson Street between Jackson and King William between the hours of 9:30 am to 12:30 pm, on Saturday November 18, 1995.

The parade will also require the temporary closure of Regional roads within the City and a report has been submitted to the Region's Transportation Services Committee for approval.

The applicant has requested a change of route this year in response to concerns from the area businesses. Historically, the south side of York Boulevard from Queen Street to Dundurn Street has been closed for assembly area. This required a closure of the south leg of York Boulevard and blocked eastbound traffic on York Boulevard, which created a financial hardship for the area businesses. The applicant, in conjunction with Region and City Departments, has responded to the business concerns by developing the following route which will allow the eastbound traffic to continue through the City:

The parade will form up on Cannon Street between Bay and Queen. Westbound traffic will be informed of the closure at James Street and Regional Police will detour traffic on Cannon Street north to Bay and west on Barton to Locke. Vehicles will then turn left on Locke to York Boulevard and continue westerly. Marching bands will assemble on Queen Street at the City Car Park and join in the parade which will eliminating traffic congestion at Cannon and York.

Hamilton Street Railway will provide the following detour routes for their ridership;

> Locke and Aberdeen Route - John west on Hunter to James and then continue on the regular routes.
>
> King Route - bus will be short routed and turn left at Catharine Street to Main and continue the regular route.

Cont'd...

Hamilton Santa Claus Parade

Cont'd...

Barton Route - James to King William proceeding easterly and continue the regular route.

Cannon Route - King and Mary north to Wilson.

Bayfront Route - James to King William, east to Hughson, north to Cannon, west to MacNab.

Delaware Route - Eastbound Main to Queen, south to Bold, east to James, south to Augusta, east to Walnut, north to Main.

West Hamilton Route - Westbound to John, south to Hunter, west to Locke, north to King.

Sanatorium Route - North on Hess to Bold, east to James, south to Augusta, east to John, north to Hunter, west to Queen.

Mountain buses- north on John, west on Hunter Street, south on James.

York Route - James and King William, east to Hughson, north to Barton, west to Locke, south to York Boulevard.

H. S. R. costs for this event will be $800. for extra staffing and a newspaper advertisement.

The City of Hamilton Department of Public Works and Traffic will provide all necessary barricading for this event as well as notification to the public with 12 signs. The cost for the signing will be $1800. There will also be "No Stopping Tow-A-Way Zone" signs placed on Bold between Locke and James, Hunter (southside) between John and Catharine, Hunter (northside) between John and James, King between Mary and Catharine, Augusta between John and Walnut and King William (northside) James to Hughson to assist in the bus detour routes and on Queen between York and Main for the parade itself. The City of Hamilton Department of Public Works and Traffic will also bag meters along the route. The total cost for "No Stopping Tow-A-Way Zone" signs and the bagging of the meters will be $540.

Cont'd...

Hamilton Santa Claus Parade

Cont'd...

Regional Police Services will require 26 officers, 1 staff sergeant, 1 sergeant and 1 radio operator at a total cost of $3,940. The City of Hamilton Department of Public Works and Traffic will provide barricades and cones along the route and the police will install and remove the barricading and coning as required. The police will also encourage local motorists to remove their vehicles from the parade route to lessen the probability of cars being towed and individuals incurring the associated costs. The costs for these services will be drawn from the Region's special events account.

The applicant will notify all residents and businesses one week prior to the event through hand delivered flyers and, in conjunction with H.S.R., will place a half page notification of the event in The Spectator.

As the affected municipal departments were notified of the event and no objections were received, and as Police Services will provide appropriate traffic control, this Department is in favour of this event.

JKC:

cc: D. Lobo, Department of Public Works and Traffic
cc: P.C. D.Schwalm, Special Events Coordinator, Regional Police Services
cc: W. O'Brien, Hamilton Street Railway

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 30
T104-95 V. M. Zingaro

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1996-2005 Provisional Capital Budget
Roads Department (R-95-62)

RECOMMENDATION:

a) That the attached Capital Projects from the Roads Department be considered for inclusion in the ten year 1996-2005 Provisional Capital Budget; and

b) That these Capital Projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration of the Committee of the Whole and Council.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team (Capital Budget Sub-Committee).

Cont'd...

1996-2005 Capital Budget, Roads Department

BACKGROUND:

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years.

	Gross	Subsidy	Net
1996-2005 Proposed Capital Budget (1996-2005 costs)	$15,104	$ 665	$14,439
1995-2004 Approved Capital Budget (1995-2004 costs)	15,633	645	14,988
	$ (529)	$ (20)	$ (549)

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1995-2004 Capital Budget	Proposed 1996-2005 Capital Budget	
Over/(Under)			
1995	1,350	0	(1,350)
1996	1,301	1,080	(221)
1997	1,915	1,121	(794)
1998	1,421	1,654	233
1999	1,443	1,443	
2000	1,465	1,465	
2001	1,488	1,488	
2002	1,511	1,511	
2003	1,535	1,535	
2004	1,559	1,559	
2005	------	1,583	1,583
TOTAL	$14,988	$14,439	$ (549)

The gross cost of capital projects recommended by the Roads Department amounts to $15,104,000 in comparison to $15,633,000 as outlined in the ten year approved 1995-2004 Capital Budget. This represents a overall expenditure decrease of $529,000.

Cont'd...

1996-2005 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

A reduction was made in the City's Share of Services Through Unsubdivided Lands in each year of 1996, 1997 and 1998 to account for the projected lower subdivision anticipated.

The Valley Inn Road Bridge reconstruction was moved from 1997 to 1998 to coordinate with the City of Burlington's Capital Budget.

The Storm Water Retention Pond project was moved from 1997 to 1998 to coordinate with the Environmental Service Department Capital Budget for the Storm Sewer Outlet. This project is a $200,000 expenditure and will involve the construction of a system of water ponds to collect, purify and redistribute surface water from the East Mountain Industrial Area.

A $40,000 increase, in the proposed 1996 programme resulted from the addition of the new Bay Street Bridge deck replacement project. This project will be done in conjunction with Canadian National Railways who will be responsible for the replacement of the deck, expansion joint and waterproofing. The City of Hamilton is responsible for the surface asphalt replacement only.

:vmz

cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development

2. PROJECT NAME: 1996 City Share of Services

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Financing of the City's share for municipal services within residential subdivision developments (road, sidewalk, curb, 0.3m reserve). Funds can be recovered from future Development.

4. DEPARTMENT PRIORITY ORDER: 1

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	x
(b)	HEALTH/SAFETY/ENVIRONMENT	
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	x
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	x

Describe project justification from the above perspective:

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1996
(b) PROJECT FINISHING DATE (MONTH-YEAR): 12 1996

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 1 000 000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ _____

(c) LESS OTHER RECEIPTS (Specify): _____
_____
_____ $ _____

(d) NET CITY'S COST: $ 1 000 000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 1 000 000	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) 01 1999

(b) COSTS (Specify items)

_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ 19 900

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) 01 2000

(f) GROSS COST (All Inclusive) $ 20 300

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ 20 300

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions expected to proceed in 1996. Estimate based on those subdivision projects

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Subdivision development would decline due to lack of essential road, sidewalk, water, and sewer services.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 72.0

(b) AT CITY'S COST OF $1 273 000

(c) SCHEDULED TO START IN THE YEAR 1996

Ted Crin — 31 Oct 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development

2. PROJECT NAME: 1997 - 2005 City Share of Services

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Financing of the City's share for municipal services within residential subdivision developments (road, sidewalk, curb, 0.3m reserve). Funds can be recovered from future development.

4. DEPARTMENT PRIORITY ORDER: 2

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	x
(b)	HEALTH/SAFETY/ENVIRONMENT	
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	x
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	
(h)	GROWTH RELATED PROJECT	x

Describe project justification from the above perspective:

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1997
(b) PROJECT FINISHING DATE (MONTH-YEAR): 12 2005

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: (Rounded to Nearest Thousand Dollars) $ 12 017 000

(b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy _____ and describe) _____ $ _____

(c) LESS OTHER RECEIPTS (Specify): _____ $ _____

(d) NET CITY'S COST: $ 12 017 000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$	- 2001	$ 1 399 000
- 1997	$ 1 021 000	- 2002	$ 1 421 000
- 1998	$ 1 042 000	- 2003	$ 1 444 000
- 1999	$ 1 356 000	- 2004	$ 1 467 000
- 2000	$ 1 377 000	- 2005	$ 1 490 000

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____

(b) COSTS (Specify items)

_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ _____

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions to proceed in 1997. Estimate based on those subdivision projects

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Subdivision development would decline due to lack of essential road, sidewalk, water, and sewer services.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 73.1 - 73.9

(b) AT CITY'S COST OF $12 406 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — 31 Oct 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _x_ Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by the Manager of Structures and the Manager of Road Programming for the Roads Department

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Further deterioration could shorten the life of the bridge and will result in increased maintenance expenditures.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No _x_ Yes __; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) _____

(b) AT CITY'S COST OF $_____

(c) SCHEDULED TO START IN THE YEAR _____

Ted Gin _____ 31 Oct 95 _____

Signature of Department Head/ Local Board Manager *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development

2. PROJECT NAME: Railway Crossing - Hi Rail Installation

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.
Department Priority Order included work done on the Parkdale bridge.
City - HiRail purchase, asphalt, signs, Police control, flagging
Railways - installation

4. DEPARTMENT PRIORITY ORDER: 4

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	xx
(b)	HEALTH/SAFETY/ENVIRONMENT	xx
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	xx
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	xx
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	xx
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 1997
(b) PROJECT FINISHING DATE (MONTH-YEAR): 2005

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: (Rounded to Nearest Thousand Dollars) $ 891 000

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ _____

(c) LESS OTHER RECEIPTS (Specify): Railways - 10 000/yr
_____
_____ $ 90 000

(d) NET CITY'S COST: $ 801 000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ _____	- 2001	$ 89 000
- 1997	$ 85 000	- 2002	$ 90 000
- 1998	$ 86 000	- 2003	$ 91 000
- 1999	$ 87 000	- 2004	$ 92 000
- 2000	$ 88 000	- 2005	$ 93 000

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ _____

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _x_ Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on current crossing upgrading costs and the number of crossings presently reconstructed per year.

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Decreased rider safety and comfort as well as increased roadway maintenance costs.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes _x_; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 75.1 - 75.9 (except for 75.9)

(b) AT CITY'S COST OF $708 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — 31 Oct 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development

2. PROJECT NAME: Replacement of the Valley Inn Road Bridge

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Engineering and Replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Grindstone Creek.

1997 - Undertake Preliminary Engineering (moved from 1996 to co-ordinate with the City of Burlington)

1998 - Undertake bridge replacement (moved from 1997 to co-ordinate with the City of Burlington)

4. DEPARTMENT PRIORITY ORDER: 5

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	XX
(b)	HEALTH/SAFETY/ENVIRONMENT	XX
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	XX
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	XX
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	XX
(h)	GROWTH RELATED PROJECT	

Describe project justification from the above perspective:

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1997
(b) PROJECT FINISHING DATE (MONTH-YEAR): 12 1998

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 906 000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy Ministry of Transportation 25%
and describe) _____
_____
_____
_____ $ 113 000

(c) LESS OTHER RECEIPTS (Specify): City of Burlington 50%
_____
_____ $ 452 000

(d) NET CITY'S COST: $ 341 000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ _____	- 2001	$ _____
- 1997	$ 15 000	- 2002	$ _____
- 1998	$ 326 000	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____
- 2000	$ _____	- 2005	$ _____

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ _____

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _X_ Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by Manager of Structures

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The wooden deck and steel parts are difficult to replace. The bridge has one lane only and a load restriction. Foundations are in bad condition.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes _X_; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 76.0 - 77.0

(b) AT CITY'S COST OF $316 000

(c) SCHEDULED TO START IN THE YEAR 1996/97

Ted Gin — 31 Oct 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1996-2005 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development

2. PROJECT NAME: Storm Water Natural Retention System - Rymal Road East

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
The construction and pre-engineering of a three stage retention pond and natural water purification system to collect, filter and re-introduce into the Red Hill Creek the surface water collected from the east mountain Industrial Park in the Rymal Road/Dartnall Road area. Annual operating costs to be absorbed by the Hamilton Region Conservation Authority. 100% Nonresidential, 100% Residential

4. DEPARTMENT PRIORITY ORDER: 6

5. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	XX
(b)	HEALTH/SAFETY/ENVIRONMENT	XX
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	
(g)	REDUCE ONGOING COST (Staffing and/or Operating Costs)	XX
(h)	GROWTH RELATED PROJECT	XX

Describe project justification from the above perspective:

6. FEASIBILITY STUDY:

(a)	START DATE (MONTH-YEAR):	
(b)	COMPLETION DATE (MONTH-YEAR)	
(c)	GROSS COST (Rounded to Nearest Thousand Dollars)	$

7. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1996
(b) PROJECT FINISHING DATE (MONTH-YEAR): 12 1998

8. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 250 000
(Rounded to Nearest Thousand Dollars)

(b) LESS PROVINCIAL SUBSIDIES:
(Identify nature of Subsidy _____
and describe) _____
_____
_____
_____ $ _____

(c) LESS OTHER RECEIPTS (Specify): _____
_____
_____ $ _____

(d) NET CITY'S COST: $ 250 000

9. YEAR OF EXPENDITURE (Rounded to nearest thousands of dollars):

- 1996	$ 50 000	- 2001	$
- 1997	$	- 2002	$
- 1998	$ 200 000	- 2003	$
- 1999	$	- 2004	$
- 2000	$	- 2005	$

10. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) _____
(b) COSTS (Specify items)
_____ $ _____
_____ $ _____
_____ $ _____

GROSS COST (All Inclusive) $ _____

(c) LESS RECOVERY/REVENUE (specify) $ _____

(d) NET CITY'S COST $ _____

(e) FOLLOWING YEAR - DATE (MONTH-YEAR) _____

(f) GROSS COST (All Inclusive) $ _____

_____ $ _____
_____ $ _____
_____ $ _____

(g) LESS RECOVERY/REVENUE (specify) $ _____

(h) NET CITY'S COST $ _____

NOTE: *Provide details of project costs under Section 8 and annual operating under Section 10 above. Also include programming costs, utilities, building and ground maintenance expenses, and all administrative costs under Section 10.*

11. CAPITAL AND OPERATING ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate prepared by Roads and Environmental Department Staff.

12. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Project must correspond with the 1997 scheduling of the Environmental Services Department construction of a Storm Sewer outlet which will service the east mountain Industrial Park which is intended to be completed prior to 1998.

13. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes,

(a) PROJECT NO. (1995-2004 Capital Budget) 77.0 - 78.0

(b) AT CITY'S COST OF $250 000

(c) SCHEDULED TO START IN THE YEAR 1997

Ted Gin — 31 Oct 95

Signature of Department Head/ Local Board Manager — *Date*

14. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

CITY COUNCIL
HAMILTON, CANADA

Alderman Do

4.

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 - WA

1995 September 13

Alderman Henry Merling
Chairman
Transport & Environment Committee

Dear Henry:

Please note the attached petition signed by over 700 citizens of the City of Hamilton requesting that the City install a sidewalk on the south side of Solidarnosc Place between Barnesdale Avenue North and Olga Street.

The citizens would be most pleased to have an opportunity to address the Transport and Environment Committee to request that the City fund the installation of the sidewalks. Many of the citizens signing the petition either attend one of our local Polish churches or live in the adjacent area. All appear to be taxpayers and citizens of Hamilton.

I would be thankful if you would entertain a small committee representing the petitioners at a Transport and Environment meeting. I believe that Mr. Kazimierz Dudzinski would be most pleased to form a delegation to address the committee.

Alderman Bernie Morelli and & have attended the site and recognized that there is a necessity for the sidewalk due to the unsafe condition.

They are also requesting that the Traffic Department look into the request to remove parking between Barnesdale and Olga Street.

The hall located on Solidarnosc Place and neighbouring halls generate a fair amount of traffic throughout the week and especially on weekends. The removal of parking appears to be a safe suggestion.

Alderman Bernie Morelli and I would be pleased if you would look into this matter and advise Mr. Dudzinski of when he and a delegation may attend your committee meeting.

Sincerely,

Don Drury
Alderman, Ward 3

DD:jc

c.c. Alderman Bernie Morelli
Mr. Dudzinski, 38 Barnesdale South
Reverend Eugene Pietrasik CR, 8 St. Ann St., Hamilton L8L 6P8

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 November 6
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

i. Minutes of the Meeting held 1995 October 2

B. **DIRECTOR OF TRAFFIC SERVICES**

i. **Parking Regulations**

(a) North side of Hunter Street West
between Poulette Street and Locke Street South

(b) Uplands Avenue and Norwood Road

(c) Tuckett Street between Locke Street South
and Pearl Street South

(d) South side of Herkimer Street
between Park Street South and Bay Street South

(e) School Bus Loading Zone on High Street
adjacent to Sherwood Heights School

(f) School Bus Loading Zone on Thorner Drive
adjacent to Thornbrae School

(g) Robins Avenue between Barton Street East
and Newlands Avenue

(h) Lawnview Drive between Lawnhurst Drive
and Limeridge Road East

(i) No. 272 Paling Avenue
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

(j) No. 935 Beach Boulevard
Request for a Reserved "
Permit Parking" Space for a Disabled Resident

(k) South side of Monterey
Avenue between Park Row South and Province Street South

(l) Bold Street between Queen Street South
and Hess Street South

(m) Broadway Avenue between Whitney Avenue
and Willowcrest Avenue

(n) Sanatorium Road

(o) West 2nd Street between Fennell Avenue
and Brantdale Avenue

(p) Rifle Range adjacent to Prince Philip School

(q) Bristol Street adjacent to
No. 178 Sanford Avenue North
Removal of a Reserved "Permit Parking" Space for a Disabled Resident

(r) No. 227 West Avenue North
Amendment to a Residential Boulevard Parking Agreement

ii. **Intersection Control**

(a) Intersection of Kordun Street and Juliebeth Drive

(b) Intersection of Catharine Street South and Young Street

(c) Intersection of Holly Avenue and McAnulty Boulevard

(d) Intersection of Jackson Street East and Hughson Street South

iii. **Bus Stop Relocation**

(a) MacNab Street South - York Bus Route

(b) Barton Bus Route

iv. **School Crossing Guard**

(a) Mohawk Road West and Upper Paradise Road

(b) Brigade Drive and Emperor Avenue,
Jay Street and Upper Wellington Street

(c) Cochrane Road and Montrose Avenue

v. **Other Items**

(a) City of Hamilton Snow Route Map

(b) Appointment of Parking Control Officers

(c) Extension of Contract Position -
Traffic Collisions Countermeasures Projects

C. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

To incorporate certain City land into various streets by By-Law
- Upper Gage Avenue
- Upper Horning Road

D. **DIRECTOR OF PROPERTY/**
COMMISSIONER OF PUBIC WORKS AND TRAFFIC

Sign Manufacturing Ventilation Improvements - Traffic Operations Centre

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

(i) Information Items

(ii) 1996 Annual Good Roads Conference
1996 February 25 - February 28, Toronto

1(A)

Monday, 1995 October 2nd
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman C. Collins
Alderman T. Jackson
Alderman F. D'Amico

Also present: Alderman M. Caplan
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Commissioner of Public Works and Traffic
Mr. C. Firth-Eagland, Public Works and Traffic Department
Mr. R. Meiers, Public Works and Traffic Department
Mr. M. Hazell, Public Works and Traffic Department
Mr. H. Solomon, Public Works and Traffic Department
Mr. K. C. Christenson, Secretary

1. **CONSENT AGENDA**

A. **ADOPTION OF THE MINUTES**

The minutes of the meeting held 1995 September 18 were adopted as circulated to the Members.

B. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

i. **Parking Regulations**

(a) **Cartier Crescent**

The Committee was in receipt of a report dated 1995 September 6 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south and west sides of Cartier Crescent commencing at the west property line of No. 30 Cartier Crescent and extending to a point 74 feet south of the south curb line of Cartier Crescent and that the City Traffic By-law No. 89-72 amended accordingly.

(b) **No. 171 Fairfield Avenue North**

The Committee was in receipt of a report dated 1995 September 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Fairfield Avenue North commencing at a point 311 feet south of Britannia Avenue and extending to a point 19 feet southerly therefrom, and on the east side of Fairfield Avenue North commencing at a point 315 feet south of Britannia Avenue and extending to a point 17 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. William Anderson, No. 171 Fairfield Avenue North.

(c) **Edgemont Street North between Cannon Street East and Roxborough Avenue**

The Committee was in receipt of a report dated 1995 September 7 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Edgemont Street North between Cannon Street East and Roxborough Avenue be replaced with a "No Parking" regulation on the west side and unrestricted parking on the east side and that the City Traffic By-law No. 89-72 be amended accordingly.

(d) **Roxborough Avenue**

The Committee was in receipt of a report dated 1995 September 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the south side of Roxborough Avenue between Glendale Avenue North and the westerly end and that the City Traffic By-law No. 89-72 be amended accordingly.

(e) **West Side of Hess Street North, North of York Boulevard**

The Committee was in receipt of a report dated 1995 September 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of Hess Street North commencing at a point 82 feet north of York Boulevard and extending 60 feet northerly and the City Traffic By-law No. 89-72 be amended accordingly.

(f) **Apartment Building at No. 157 Bold Street**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1995 September 12 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the Commissioner of Public Works and Traffic be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first four eligible applicants residing in the apartment building at No. 157 Bold Street.

(g) **No. 256 Greencedar Drive**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1995 September 18 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 5:00 p.m., Seven Days a Week" regulation be implemented on the south side of Greencedar Drive commencing at a point 150 feet east of Amalfi Street and extending to a point 20 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(h) **No. 336 Fairfield Avenue North, Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1995 September 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Fairfield Avenue North commencing at a point 191 feet south of Vansitmart Avenue and extending to a point 22 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Allan Walker, No. 336 Fairfield Avenue North.

(i) **East Side of Sterling Street, North of King Street West**

The Committee was in receipt of a report dated 1995 September 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping" regulation be implemented on the east side of Sterling Street commencing at a point 96 feet north of King Street West and extending to a point 20 feet northerly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(j) **Cochrane Road between Lawrence Road and Greenhill Avenue and Intersection of Stewartdale and Montrose Avenues**

The Committee was in receipt of a report dated 1995 September 21 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That northbound traffic on Stewartdale Avenue be required to stop for eastbound and westbound traffic on Montrose Avenue; and,

(b) That an "Alternate Side Parking" regulation be implemented on Cochrane Road between Lawrence Road and Greenhill Avenue such that parking is prohibited:

(i) on the east side of the street during the months of December, January, February and March and from the 1st to the 15th day of April, May, June, July, August, September, October and November; and,

(ii) on the west side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(c) That the City Traffic By-law No. 89-72 be amended accordingly.

ii. **Intersection Control**

Walter Avenue North and Dunsmure Road

The Committee was in receipt of a report dated 1995 September 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Walter Avenue North and Dunsmure Road, and that the City Traffic By-law No. 89-72 be amended accordingly.

iii. **Boulevard Parking Agreements**

No. 275 Dunsmure Road

The Committee was in receipt of a report dated 1995 September 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as Instrument No. 188611 to the property at No. 275 Dunsmure Road be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and,

(b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

iv. **Truck Route Regulations**

Addition of Brant Street, Birch Avenue to Sherman Avenue, to the City of Hamilton Truck Route System

The Committee was in receipt of a report dated 1995 September 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman V. J. Agro declared a Conflict of Interest and withdrew from the discussion on this issue.

The Committee approved the following recommendation:

That Brant Street, Birch Avenue to Sherman Avenue, be added to the City of Hamilton Truck Route System as a full-time truck route, and that the City Traffic By-law No. 89-72 be amended accordingly.

v. **Local Improvement By-law Construction of an Independent Concrete Curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32 m easterly (flankage of 61 Mountain Avenue)**

The Committee was in receipt of a report dated 1995 September 19 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the by-law to authorize construction of local improvements of an independent concrete curb on the south side of Glenfern Avenue from Mountain Avenue to approximately 32m easterly (flankage of No. 61 Mountain Avenue) be enacted.

C. **CITY ENGINEER (COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **Street Incorporation**

The Committee was in receipt of a report dated 1995 September 21 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into certain streets:

Bordeaux Court	Part 1	Plan 62R-13532
Upper Paradise Road	Block 69	Plan 62M-747; and,

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

ii. **1995 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1995 September 22 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the City's share of $18,000. for the detailed storm water Management Study for the Albion Mills Subdivision, as approved by City Council in adopting Section 9 of the Ninth Report of the Transport and Environment Committee for 1995, be increased to $33,000. in order to also provide an Environmental Impact Statement to determine the impact of development in the Albion Falls Neighbourhood and the immediate area and that the Finance and Administration Committee recommend the source of funding for the additional $15,000.

iv. **Banner Application, World Curling Championships**

The Committee was in receipt of a report dated 1995 September 20 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the World Curling Championships organization to display a promotional banner across Main Street West in front of City Hall from 1996 March 25 to 1996 April 1, with the message "Welcome World Curling - March 23-31, 1996", be approved.

D. **CITY SOLICITOR/**
COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

Disposal Management of Canada
Contract for Bulk Garbage

The Committee was in receipt of a report dated 1995 September 27 from the City Solicitor and the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City Solicitor be authorized to amend Paragraph 8 of the Contract between the City and Disposal Management of Canada Inc. to allow the Contract security to take the form of a lien under the Personal Property Security Act; and,

(b) That Disposal Management of Canada Inc. be required to place the lien on two previously unliened trucks and have their lawyer certify to the City that the City has good and valid first liens on each vehicle totalling $81,833.17; and,

(c) That the amount of the lien on each vehicle not exceed seventy-five percent of the vehicle's value; and,

(d) That if the value of the liened vehicle becomes less than the amount of the lien on the vehicle, Disposal Management of Canada Inc. shall be required to give the City a new lien on another vehicle to maintain the City's security.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1995 September 27 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of information reports previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1995 September 12	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 June 30	1995 Sept. 19
1995 September 13	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 June 30	1995 Sept. 19
1995 August	Ontario Good Roads Association	Municipal Routes Bulletin	1995 Sept. 19

2. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

(i) **Trial Closure of Mead Avenue**

The Committee was in receipt of a report dated 1995 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman Copps suggested that the one year trial closure of Mead Avenue be extended by 2 months instead of the 6 months.

Subsequently, it was moved by Alderman Copps, seconded by Alderman Agro and carried "That the City Solicitor be authorized and directed to amend By-law No. 94-137 to allow for a two month extension to the one year trial closure of Mead Avenue at a point 757 feet east of the eastern limit of Parkdale Avenue."

(ii) **Rymal Road East, South Side from Upper James Street to Springside Drive, Local Improvement Sidewalks Increased Costs**

The Committee was in receipt of a report dated 1995 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the estimated cost in the City's share of the construction of an independent concrete sidewalk on the south side of Rymal Road East from Upper James Street to Springside Drive, as approved by City Council in adopting Section 5 of the Tenth Report of the Transport and Environment Committee for 1995, be increased from $24,133.30 to $54,133.30; and,

(b) That the Finance and Administration Committee be requested to recommend a source of funds for these increased costs.

(b) TRAFFIC SERVICES

(i) **Madison Avenue - Southbound One-Way Street Operation**

The Committee was in receipt of a report dated 1995 September 22 from the Commissioner of Public Works and Traffic respecting the subject matter.

Alderman V. J. Agro declared a Conflict of Interest and withdrew from the discussion on this issue.

The Committee approved the following recommendation:

That Madison Avenue between Cannon Street East and Wilson Street be operated as a one-way street in the southbound direction and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Status of Nash Road, Barton Street East to King Street East as a Truck Route**

The Committee was in receipt of a report dated 1995 September 20 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That no action be taken to change the status of Nash Road, Barton Street East to King Street East (Hamilton), as a part-time truck route 7:00 a.m. to 7:00 p.m.

***Alderman C. Collins is recorded as opposed.**

3. CITY ENGINEER
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

Concrete Island Extension, Centennial Parkway North of Barton Street, City of Hamilton

The Committee was in receipt of a report dated 1995 September 26 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the proposed 25 metre northerly extension of the existing raised concrete median island on Centennial Parkway, at the north leg of the intersection of Barton Street and Centennial Parkway, be advertised in accordance with the requirements of the Municipal Act; and,

(b) That the owners of lands at the northeast and northwest corners of the intersection of Barton Street and Centennial Parkway be advised of this action.

4. OTHER BUSINESS

Donation of Tree in Honour of Dr. B. N. Brockhouse

Alderman Caplan raised the issue of providing a tree to honour Dr. Bertram N. Brockhouse to be planted in Dr. Brockhouse's home town of Ancaster.

Following discussion, the Committee approved the following recommendation:

That the City of Hamilton provide a large caliper tree at McMaster University in honour of Dr. Bertram N. Brockhouse for having received the Nobel Peace Prize 1994 for physics and that funding be provided from Account No. CH60402 56103.

***Note: Alderman Copps recorded opposed.**

5. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 October 2nd

/mjw

1(BXiXa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 31
File No. TEC-221-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: North Side of Hunter Street West between Poulette Street and Locke Street South - Parking Regulations

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the north side of Hunter Street West between Poulette Street and Locke Street South, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue two parking permits to No. 347 Hunter Street West and one parking permit per residence to Nos. 356, 360, 362, 364, 371 and 374 Hunter Street West and any additional permits (to a maximum of 11) on a first come first served basis.

C. Kitt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $264. in revenue each year from the sale of parking permits which would off set the cost to some degree.

BACKGROUND:

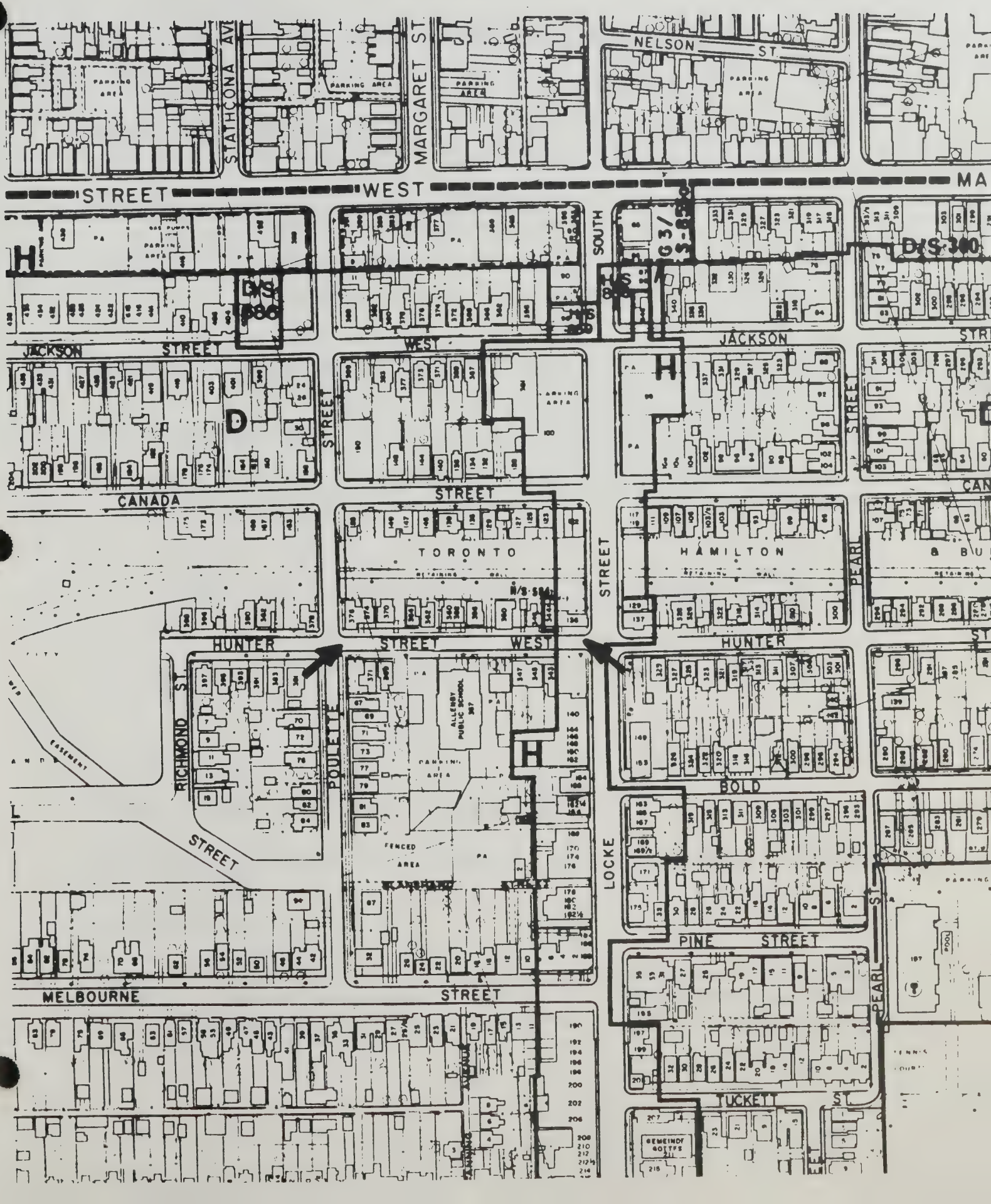
Alderman Mary Kiss recently asked staff to contact Mr. C. Fenner, 374 Hunter Street West, to discuss his concerns regarding parking conditions on Hunter between Locke and Poulette, and subsequent to this discussion, staff has received a petition signed by representatives of 13 of the 14 one, two and three family dwellings abutting Hunter in this block requesting

that a "Permit Parking" regulation be implemented on the north side of the street. All of the petitioners are in favour of the requested regulation. Staff has contacted the owner of No. 343 Hunter Street West, Mr. H. Petz, and has been advised that he is opposed to the requested regulation since his building contains five dwelling units and residents of this building would not be eligible for permits since the City Traffic By-law provides for the issuance of parking permits to residents of one, two and three familty dwellings only. An investigation has revealed that there are two off-street parking spaces available on this property.

Hunter has a 22 foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in this block. Mr. C. Fenner has expressed concern regarding long-term non-resident parking by teachers and parents of children attending Allenby Public School on the south side of the street and residents from neighbouring streets. The implementation of the requested regulation would prohibit non-resident parking, and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24. per permit each year to exempt their vehicles from the signed "Permit Parking" regulation. Loading and unloading may still occur within the signed "Permit Parking" area.

An investigation has revealed that there are 11 legal on-street parking spaces on the north side of the street in this block. Residents have indicated that a total of eight permits would be required. There would be three parking permits remaining, which would be available for the residents of No. 346 Hunter Street West whom staff was unable to contact. Therefore, since 93 percent of the abutting residents support the request for a "Permit Parking" regulation, and since the demand for permits does not exceed the number of on-street parking spaces, staff concurs with the request. Alderman Mary Kiss has also advised that she concurs with the request.

SH/CVB/MBH/ab


NELSON ST.
STATHCONA AV.
MARGARET ST.
STREET WEST
H
D/S 80
JACKSON STREET
D
CANADA
TORONTO
HAMILTON
HUNTER STREET WEST
HUNTER
JACKSON
STREET
PEARL STREET
BOLD
PINE STREET
TUCKETT ST.
LOCKE STREET
RICHMOND ST.
POULETT STREET
MELBOURNE STREET
ALLENBY PUBLIC SCHOOL
FENCED AREA
PARKING AREA
D/S 300

1(BXiX(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 18
File No. TEC-238-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Uplands Avenue and Norwood Road -
Parking Regulations

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the west side of Uplands Avenue commencing at Norwood Road and extending to a point 87 feet northerly therefrom; and

b) That a "No Parking" regulation be implemented on the south side of Norwood Road commencing 149 feet west of Bond Street North and extending to a point 72 feet westerly therefrom; and

c) That the City Traffic By-laws 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from the Hamilton Street Railway that a "No Parking" regulation be implemented on the west side of Uplands Avenue and on the south side of Norwood Road in order to facilitate bus turning movements at the intersection of Uplands and Norwood.

Uplands has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Staff has confirmed that parked vehicles on both sides of the street make it difficult for the operators of the southbound buses to turn left onto Norwood. Staff has contacted the owners of the properties abutting this area and both owners support the requested regulation.

Norwood has a 24 foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area. Staff has confirmed that parked vehicles on the south side of the street in this area make it difficult for the operator's of southbound buses to turn left onto Norwood. Staff has contacted all of the residents abutting this section of Norwood who have advised that they support the requested regulation.

The implementation of the requested "No Parking" regulations would result in a total loss of four on-street parking spaces. Parking would be permitted on both sides of Uplands for the remainder of the block and there would be one remaining space on this short section of Norwood. Since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties and concurs with the request.

SH/CVB/MBH/ab

HAMILTON
ONTO
CHEDOKE
EXPRESSWAY
Channel
Sewer
Storm
E/S-550
E/S-288
WEST
STREET
KING
DUFFERIN
GLEN
ROAD
NORTH
PARADISE
LONGWOOD
ROANOKE
EDGEVALE
PLACE
AVENUE
CLINE
DESJARDINS
FRANKLIN
BOND
PARKSIDE
DRIVE
C
D
E
H
J

1(8)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 20
File No. TEC-230-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Tuckett Street between Locke Street South and Pearl Street South - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the north side of Tuckett Street between Locke Street South and Pearl Street South and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will offset the cost to some degree.

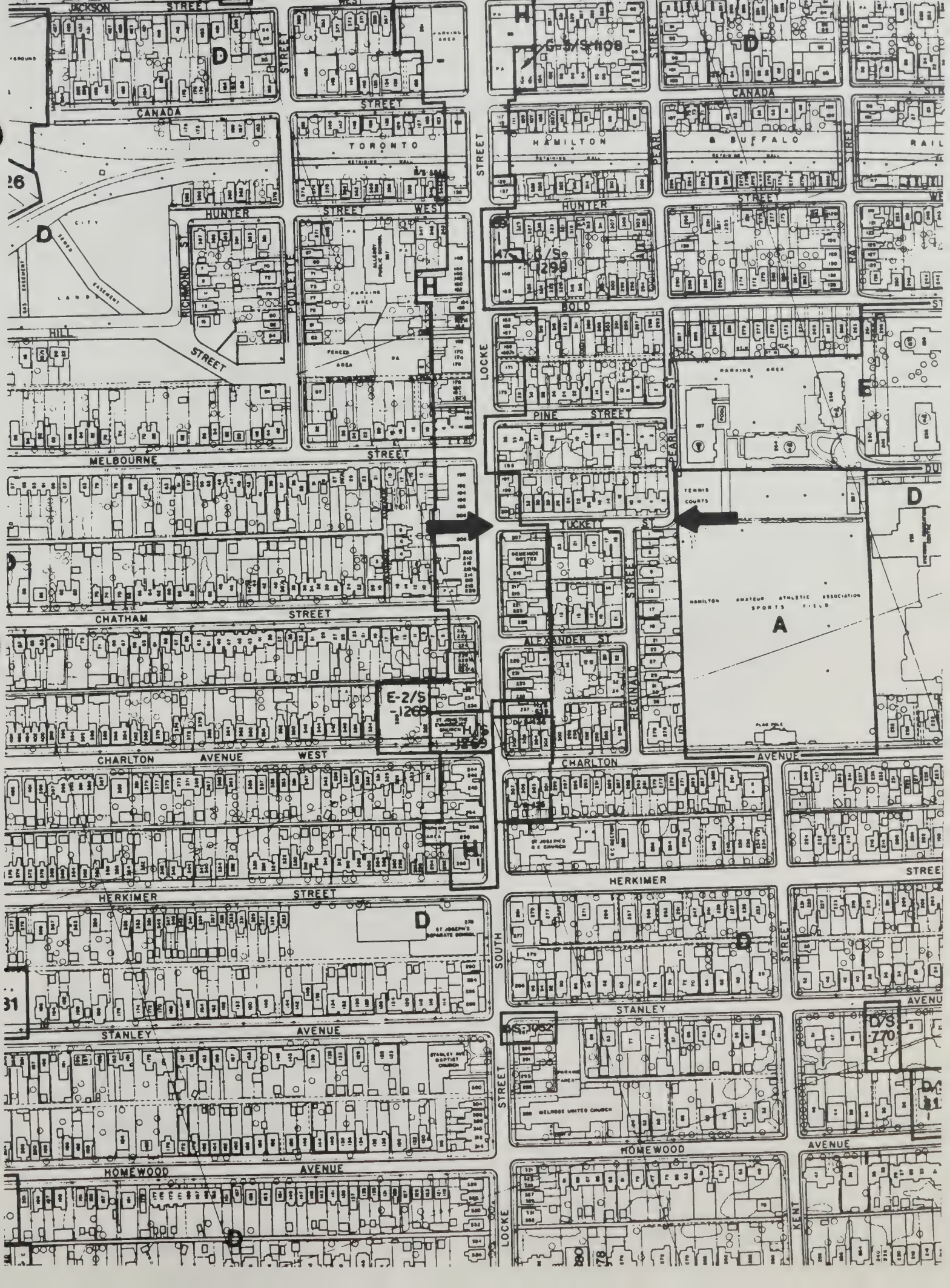
BACKGROUND:

Staff has received a petition signed by representatives of 17 of the 22 residential properties abutting Tuckett between Locke and Pearl, requesting that a "Three Hour Parking Time Limit, 24 hours a day, 7 days a week" regulation be implemented on the north side of the street in this block. Of the 17 residents who signed the petition, 16 are in favour and one resident expressed no opinion regarding the requested changes.

Tuckett has a 24 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by residents and visitors of nearby apartment buildings. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

There are 63 units in the apartment building at 157 Pearl Street. An investigation has revealed that this building provides 64 off-street parking spaces and, therefore, the implementation of the requested time limit regulation should not create any parking difficulties for residents of this building.

CVB/MBH/klk


JACKSON STREET
CANADA
TORONTO
HUNTER STREET WEST
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
HAMILTON
BUFFALO
HUNTER STREET
BOLD
PINE STREET
TUCKETT
ALEXANDER ST
CHARLTON AVENUE
HERKIMER
STANLEY
HOMEWOOD AVENUE
RICHMOND ST
BOULEVARD
LOCKE STREET
PEARL STREET
REGINALD STREET
BAY STREET
SOUTH STREET
KENT
TENNIS COURTS
HAMILTON AMATEUR ATHLETIC ASSOCIATION SPORTS FIELD
A
D
E-2/S -1268
G-5/S-1108
G/Se 1299
DS-1052
DS 770

1(BXiXd)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 21
File No. TEC-234-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Herkimer Street between Park Street South and Bay Street South - Parking Regulations

RECOMMENDATION:

That a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Herkimer Street commencing at a point 98 feet west of Park Street South and extending to a point 215 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for parking permits will offset the cost to some degree.

BACKGROUND:

Staff has received a letter from F.R. Todd, President, Dorchester Apartments (Hamilton) Ltd.,69 Herkimer Street, which was signed by the owners of the two remaining residential properties in the block, requesting that a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Herkimer between Park and Bay.

Herkimer has a 35 foot pavement width, and presently, there is a "No Parking, 7:00 a.m. to 4:00 p.m., Monday to Saturday" regulation on the north side and there is unrestricted parking on the south side as well as an evening rush hour stopping prohibition on both sides of the street in this block. There are no homes on the north side of the street in this area as the Durand Park abuts this area.

Mr. Todd has expressed concern that visitors to this apartment building cannot find convenient on-street parking since employees of St. Joseph's Hospital occupy these parking spaces all day long. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed time limit regulation.

Since all of the abutting owners agree, staff concurs with the request.

CVB/MBH/ab


DUKE
ST
E-3
DE-3
ROBINSON
STREET
BAY
PARK
CAROLINE
E
E/S-1095
HAMILTON THISTLE CLUB
776
MACNAB
E-3/S-294
CHARLTON
AVENUE
WEST
CENTRAL PRESBYTERIAN CHURCH
DE-4
E-1/S-832
HERKIMER
G
C
D
MAIN
MARKLAND
C/S-623a
69
65
2
14
ORLTON PLACE
ST JAMES PL
C/S-688
SITE PLAN CONTROL BY-LAW 80-18
BRUCE
CAROLINE ST SOUTH
HILTON
ABERDEEN
AVENUE
RAVENSCLIFFE AVENUE
TURNER AVE
BAY STREET
SOUTH
UNDERCLIFFE AVE
GLOUCESTER RD
DRIVE
INGLEWOOD
SITE PLAN CONTROL BY-LAW 83-16
MOUNTAIN RD
A
BROW

1(8)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 22
File No. TEC-244-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on High Street adjacent to Sherwood Heights School

RECOMMENDATION:

That a "School Bus Loading Zone, 11:00 a.m. to 2:00 p.m., Monday to Friday" regulation be implemented on the east side of High Street commencing at a point 65 feet north of the north curb line of Sherwood Rise and extending 52 feet northerly and the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

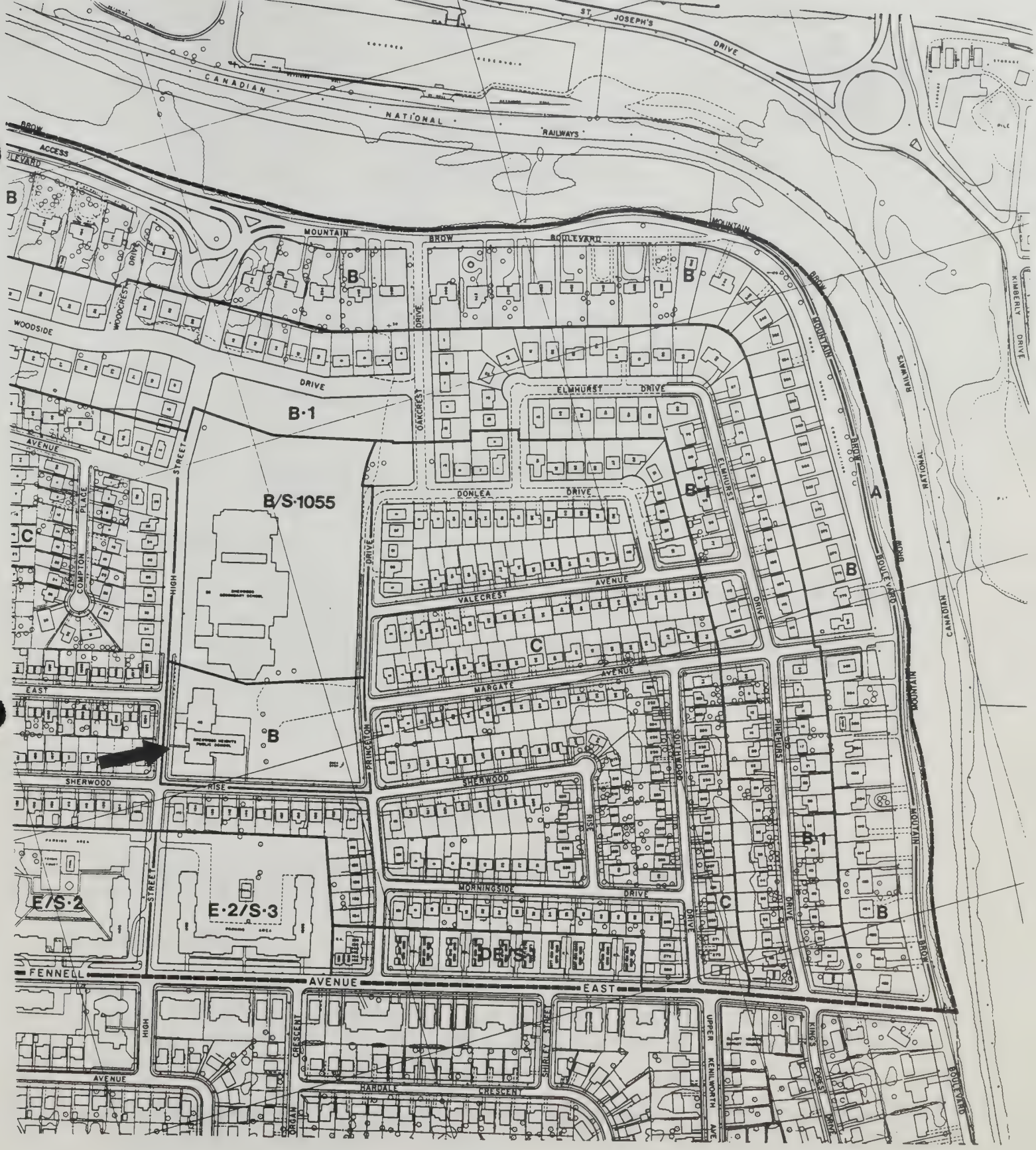
Sufficient funds have been provided in the 1995 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Sherwood Heights School has requested that a School Bus Loading Zone be provided on High Street to service one bus at the school. The school currently has on-street school bus loading facilities on Sherwood Rise. The principal has indicated that there be provision made on High Street for one bus during the lunch hours only to service students of Junior Kindergarten whom attend only for one half day. The placement of a School Bus Loading Zone at the entrance to the school will reduce the possibility of misplacing a child or causing confusion to the students. There are approximately 25 children involved thus sufficient room for one school bus is required.

There is presently a "No Parking" anytime regulation on the east side of High Street in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on High Street, the Traffic Department concurs with the request.

TA/MBH/ab


ST. JOSEPH'S DRIVE
CANADIAN NATIONAL RAILWAYS
BROW ACCESS
BOULEVARD
MOUNTAIN BROW
KIMBERLY DRIVE
WOODSIDE DRIVE
WOODCREST DRIVE
OAKCREST DRIVE
ELMHURST DRIVE
DONLEA DRIVE
VALECREST AVENUE
MARGATE AVENUE
SHERWOOD RISE
MORNINGSIDE DRIVE
PRINCETON DRIVE
COMPTON PLACE
HIGH STREET
EAST AVENUE
FENNELL AVENUE EAST
CRESCENT AVENUE
HANDALE CRESCENT
SHIRLEY STREET
UPPER KENILWORTH AVE.
KINGS FOREST DRIVE
B-1
B/S-1055
E/S-2
E-2/S-3
D/S
A
B
C

1(BXiXf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 22
File No. TEC-245-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: School Bus Loading Zone on Thorner Drive adjacent to Thornbrae School

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Thorner Drive commencing at a point 84 feet west of the west curb line of Deerborn Drive and extending 120 feet westerly therefrom, be revised such that the regulation commences 85 feet east of the east curb line of Bishopsgate Avenue and extending 120 feet easterly therefrom, and the City Traffic Bylaw 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

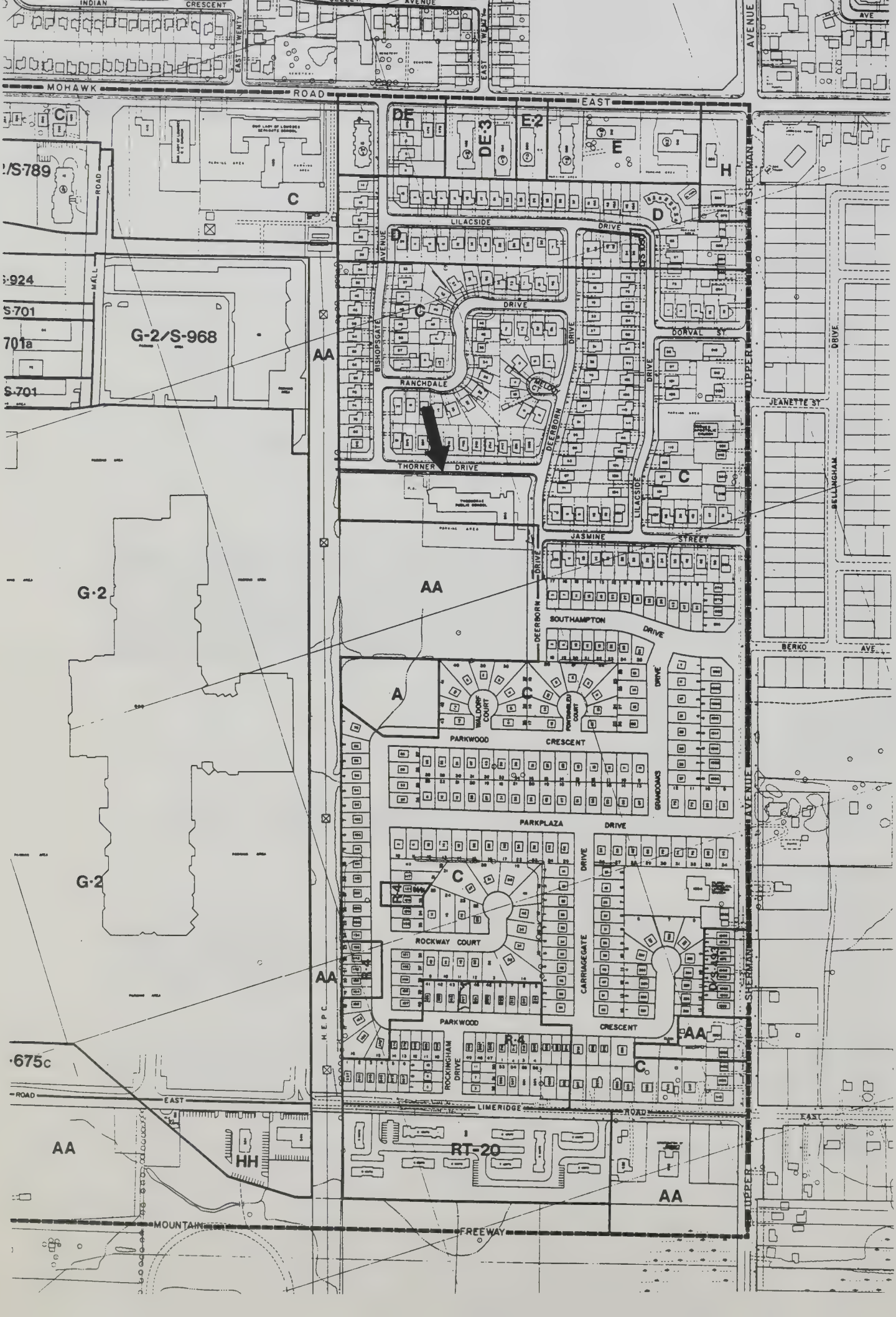
Sufficient funds have been provided in the 1995 operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Thornbrae School has requested that the existing School Bus Loading Zone located on the south side of Thorner Drive adjacent to the front doors of the school be relocated further west on Thorner Drive to a location adjacent to the rear doors of the school where the children are now being dismissed.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday regulation on the south side of Thorner Drive in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties. Staff concur with the request as it is only the shifting of the existing School Bus Loading Zone.

TA/MBH/ab


MOHAWK ROAD EAST
INDIAN CRESCENT
EAST TWENTY
AVENUE
C
DE
DE-3
E-2
E
H
D
LILACSIDE DRIVE
BISHOPSGATE AVENUE
RANCHDALE DRIVE
MELODY
DEERBORN DRIVE
DORVAL ST.
UPPER SHERMAN AVENUE
JEANETTE ST.
BELLINGHAM DRIVE
THORNER DRIVE
JASMINE STREET
SOUTHAMPTON DRIVE
BERKO AVE.
A
WALDORF COURT
PONTIAC (DI) COURT
PARKWOOD CRESCENT
GRANDOAKS DRIVE
PARKPLAZA DRIVE
ROCKWAY COURT
CARRIAGEGATE DRIVE
ROCKINGHAM DRIVE
R-4
LIMERIDGE ROAD EAST
MOUNTAIN FREEWAY
H.E.P.C.
MALL ROAD
/S-789
G-2/S-968
G-2
AA
HH
RT-20
675c

1(8)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 4
File No. TEC-250-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Robins Avenue between Barton Street East and Newlands Avenue - Parking Regulations

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Robins Avenue between Barton Street East and Newlands Avenue be replaced with a "Permit Parking" regulation on the west side between Barton Street East and the south property line of No. 121 Robins Avenue and a "No Parking" regulation on the east side between Barton Street East and Newlands Avenue; and

b) That a "No Stopping" corner clearance be implemented on the east side of Robins Avenue commencing at Newlands Avenue and extending to a point 38 feet southerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly; and

d) That the Commissioner of Public Works and Traffic be authorized to issue two parking permits to No. 136 Robins Avenue and one parking permit per residence to Nos. 128 and 130 Robins Avenue and any additional permits (to a maximum of six) on a first come first serve basis.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $144. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

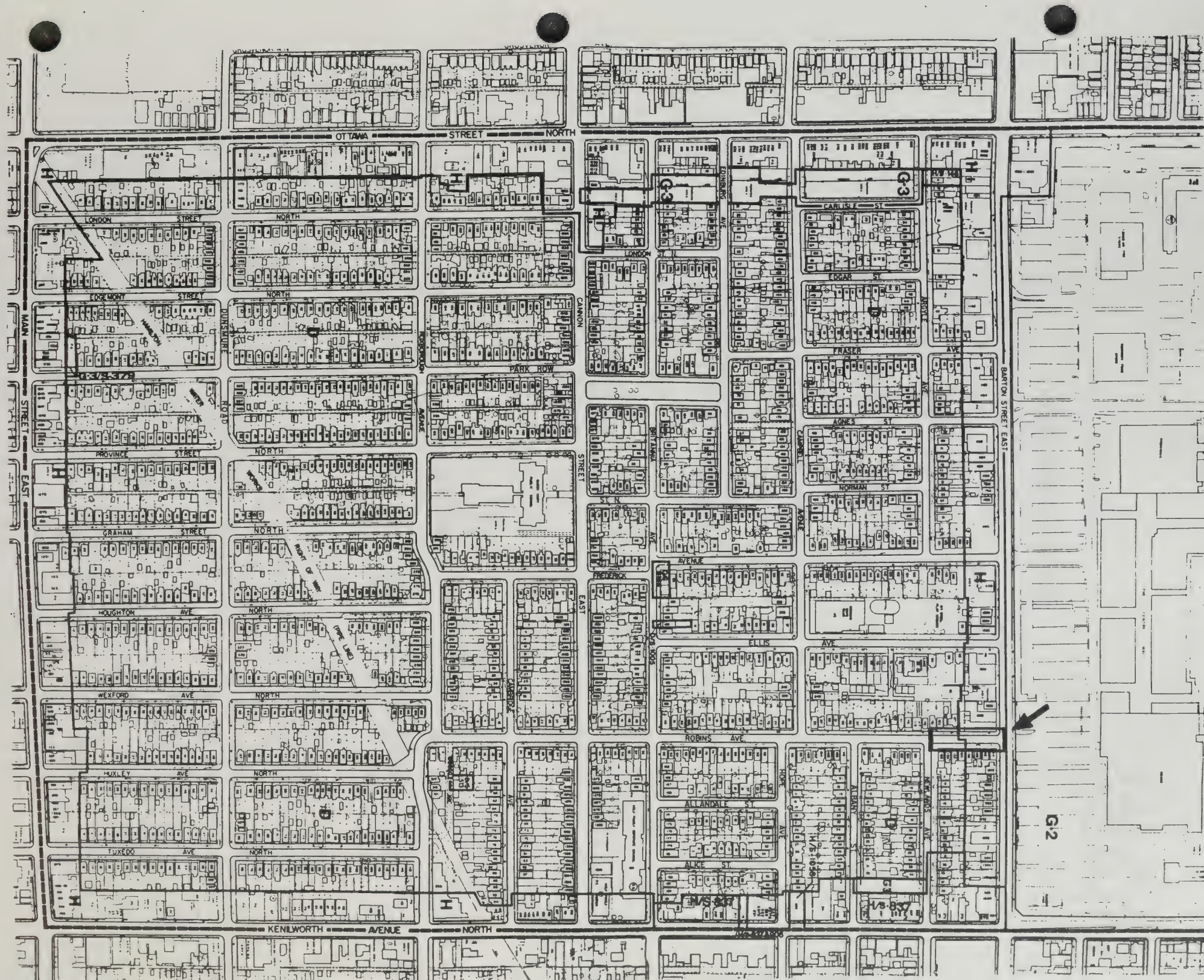
Staff has received a petition signed by representatives of eight of the ten residential properties abutting Robins Avenue between Barton Street East and Newlands Avenue requesting that the existing "Alternate Side Parking" regulation be replaced with a "Permit Parking" regulation on the west side and a "No Parking" regulation on the east side of the street in this block. All eight residents who signed the petition are in favour of the requested regulation. Staff has contacted the representatives of the remaining two properties and has been advised that one is in favour of the regulation and the other has no opinion regarding the requested changes.

Robins has a 29 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by customers of area businesses. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24.00 per permit each year to exempt their vehicles from the signed "Permit Parking" regulation.

It was indicated on the petition that three permits would be required and one resident who staff contacted also requested a permit. An investigation has revealed that there are six legal on-street parking spaces on the west side of the street in this block. Therefore, since 90 percent of the abutting residents support the requested changes, and since the demand for permits does not exceed the number of on-street parking spaces, staff concurs with the request.

Also, due to the jog in traffic which would result from the implementation of the requested regulation, it would be appropriate to remove parking on the east side of Robins south of Newlands. This would also serve as a corner clearance at this intersection, but would result in a loss of one legal on-street parking space. However, staff recently contacted Mr. Hajdar, 126 Robins Avenue, whose property abuts the area of the proposed regulation and he has advised that he supports the proposed regulation.

SH/CVB/MBH/ab


OTTAWA STREET NORTH
MAIN STREET EAST
KENILWORTH AVENUE NORTH
BARTON STREET EAST
LONDON STREET NORTH
EDGEMONT STREET NORTH
PARK ROW
PROVINCE STREET NORTH
GRAHAM STREET NORTH
HOUGHTON AVE NORTH
WEXFORD AVE NORTH
HUXLEY AVE NORTH
TUXEDO AVE NORTH
CARLISLE ST
EDGAR ST
FRASER AVE
AGNES ST
NORMAN ST
ELLIS AVE
ROBINS AVE
ALLANDALE ST
ALICE ST
CANNON STREET EAST
H
G3
G2
H/S-537

1(8)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 04
File No. TEC-252-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Lawnview Drive between Lawnhurst Drive and Limeridge Road East - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the east side of Lawnview Drive between Lawnhurst Drive and Limeridge Road East and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

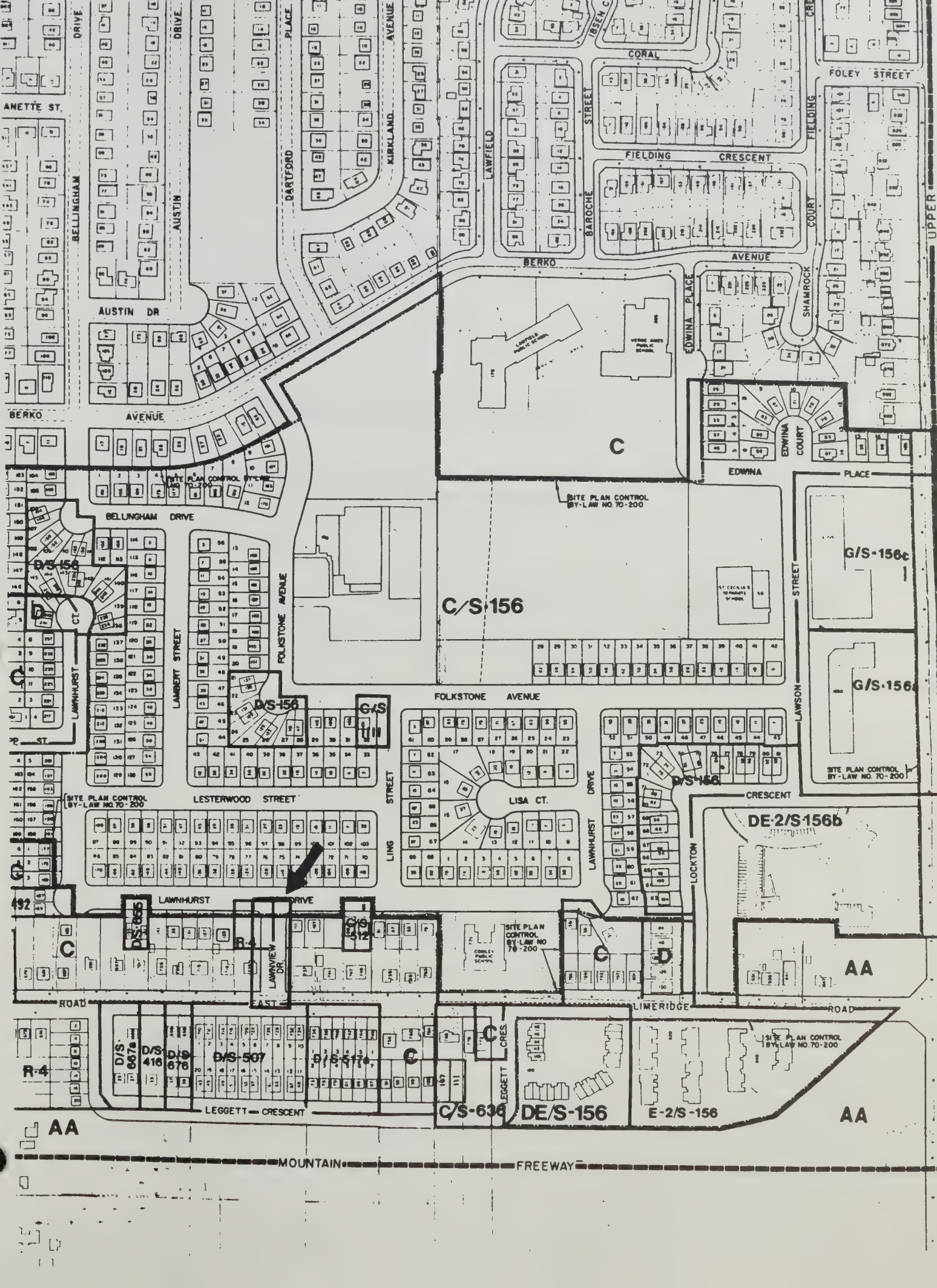
BACKGROUND:

Staff has received a request from Mr. Brown, 66 Lawnhurst Drive, that a "No Parking" regulation be implemented on the east side of Lawnview Drive between Lawnhurst Drive and Limeridge Road East to facilitate two-way traffic flow on Lawnview and turning movements at Lawnhurst as well as Limeridge.

Lawnview has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this short block. Staff supports the removal of parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Although there are no driveways onto Lawnview, the implementation of the requested regulation would facilitate turning movements at Lawnhurst as well as Limeridge.

Staff has contacted all four of the residents whose properties abut this section of street and has been advised that three are in favour of the requested regulation and one has no opinion. Since all four of the residential properties have available off-street parking, staff does not anticipate any parking difficulties for area residents. Therefore, since 75 percent of the abutting residents support the requested regulation, staff concurs with the request.

SH/CVB/MBH/ab


ANETTE ST.
BELLINGHAM DRIVE
AUSTIN DRIVE
DARTFORD PLACE
KIRKLAND AVENUE
LAWFIELD STREET
BAROCHE COURT
CORAL
FOLEY STREET
FIELDING CRESCENT
BERKO AVENUE
EDWINA PLACE
SHAMROCK
EDWINA COURT
AUSTIN DR
BERKO AVENUE
SITE PLAN CONTROL BY-LAW NO. 70-200
BELLINGHAM DRIVE
D/S-156
C/S-156
G/S-156c
G/S-156d
LAMBERT STREET
FOLKSTONE AVENUE
LAWNHURST DRIVE
LESTERWOOD STREET
LISA CT.
LING STREET
LAWSON STREET
LOCKTON CRESCENT
DE-2/S-156b
LAWNHURST DRIVE
LAWNVIEW DR.
SITE PLAN CONTROL BY-LAW NO 70-200
R-4
AA
ROAD
EAST
LIMERIDGE ROAD
D/S-867a
D/S-416
D/S-678
D/S-507
D/S-512a
LEGGETT CRESCENT
C/S-636
DE/S-156
E-2/S-156
MOUNTAIN FREEWAY

1(BXiXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 05
File No. TEC-253-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 272 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Paling Avenue commencing at a point 726 feet south of Barton Street East and extending to a point 21 feet southerly therefrom, and on the west side of Paling Avenue commencing at a point 725 feet south of Barton Street East and extending to a point 25 feet southerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Robert Etherden, 272 Paling Avenue.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

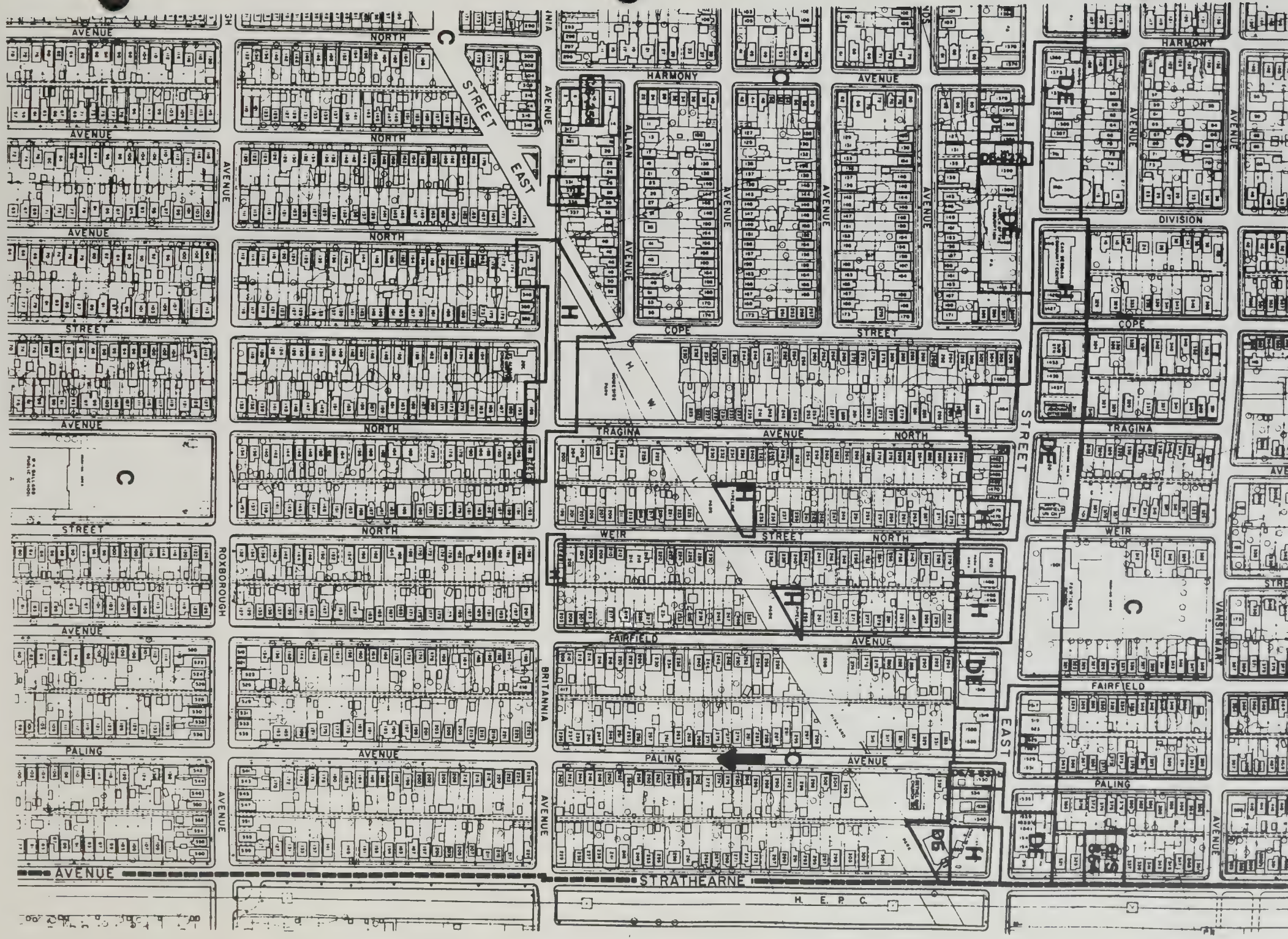
BACKGROUND:

Staff has received a request from Mildred Talbot, 272 Paling Avenue, that a reserved "Permit Parking" space be designated on both sides of Paling Avenue directly in front of and across from her father's home since her father is disabled.

Paling has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and, therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. Staff has been advised that Mr. Gaeton, 271 Paling Avenue, supports the implementation of a reserved "Permit Parking" space in front of his home for use by Mr. Etherden.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possesses a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Etherden possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


AVENUE
NORTH
STREET
EAST
HARMONY
ALLAN
COPE
DIVISION
TRAGINA
WEIR
FAIRFIELD
PALING
ROXBOROUGH
BRITANNIA
VANSTMAN
STRATHEARNE
H. E. P. C.
C
H
DE
B6

1(B)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 18
File No. TEC-262-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 935 Beach Boulevard - Request for a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Third Avenue commencing at a point 96 feet north of Beach Boulevard and extending to a point 22 feet northerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mr. Terry Melko, 935 Beach Boulevard.

C. Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

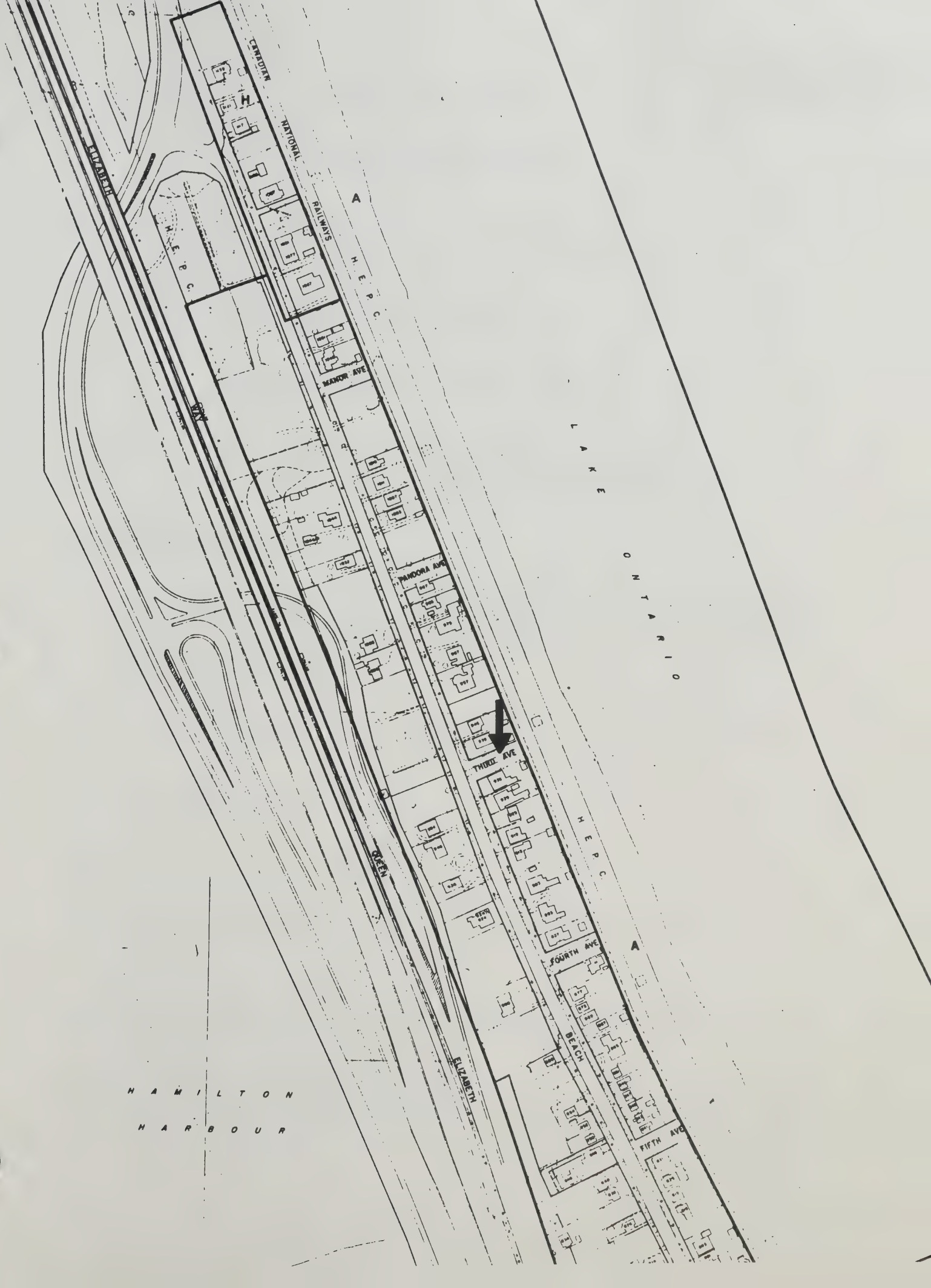
BACKGROUND:

Staff has received a request from Terry Melko, 935 Beach Boulevard, that a reserved "Permit Parking" space be designated on the east side of Third Avenue beside his home since he is disabled.

Third has a 21 foot pavement width, and presently, there is unrestricted parking on the west side and a "No Parking" regulation on the east side of this short "dead end" street.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents' homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Terry Melko possesses a valid permit. An investigation has revealed that there is a single car garage at the rear of the property, however, it is too great of a distance away for Mr. Melko. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


CANADIAN NATIONAL RAILWAYS
H.E.P.C.
MANOR AVE
PANDORA AVE
TYMON AVE
FOURTH AVE
BEACH
FIFTH AVE
QUEEN
ELIZABETH
LAKE ONTARIO
HAMILTON HARBOUR

1(BXiX(k)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 11
File No. TEC-256-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: South Side of Monterey Avenue between Park Row South and Province Street South - Parking Regulations

RECOMMENDATION:

a) That the existing "Permit Parking" regulation on the south side of Monterey Avenue which commences 60 feet east of Park Row South and extends to Province Street South be shortened, such that the regulation commences 88 feet east of Park Row South and extends to Province Street South, and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the maximum number of permits to be issued be reduced from six to five.

L Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of relocating the subject signs.

BACKGROUND:

Alderman Dave Wilson has advised of concerns from Mr. Adanek, 1539 King Street East, regarding a lack of available on-street parking in the vicinity of his home.

There is an existing "Permit Parking" regulation on the south side of Monterey commencing 60 feet east of Park Row and extending to Province which can accommodate six vehicles. To date, only three parking permits have been issued to the four abutting residents resulting

in three unused on-street parking spaces. There are two existing unrestricted parking spaces on the south side of Monterey, immediately east of Park Row. Therefore, since not all of the "Permit Parking" spaces can be used, it would be appropriate to shorten the existing "Permit Parking" regulation to provide one additional unrestricted parking space. Parking is prohibited on the north side of Monterey in this block.

CVB/MBH/klk


OTTAWA STREET
SOUTH
MONTCLAIR AVE
LONDON STREET
EDGEMONT STREET
PARK ROW
PROVINCE STREET
GRAHAM AVENUE
HOUGHTON AVE. SOUTH
WEXFORD AVENUE
MAPLE
LAWRENCE ROAD
JUSTINE AVENUE
MONTCLAIR AVENUE SOUTH
KING STREET
CENTRAL AVENUE
EAST AVENUE
MONTEREY AVENUE
KING
A. B. CURRIE PUBLIC SCHOOL
KENILWORTH ACCESS
T H & B RAILWAY
A
B
C
D
H

1(8)(i)(11)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 12
File No. TEC-258-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bold Street between Queen Street South and Hess Street South - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Bold Street between Queen Street South and Hess Street South and that the City Traffic By-law 89-72 be amended accordingly.

C. Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

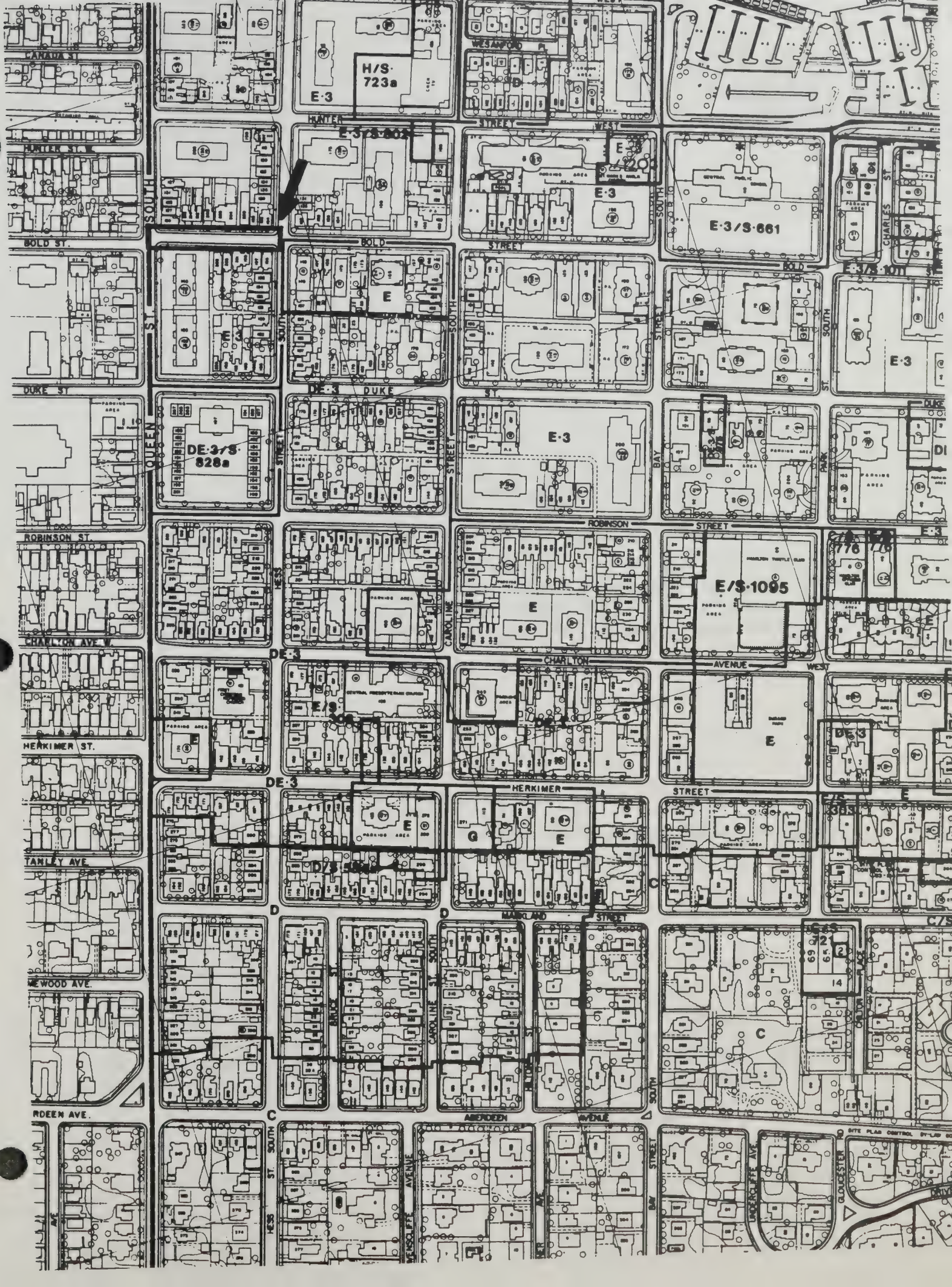
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of six of the 17 residential properties abutting Bold between Queen and Hess, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All six residents who signed the petition are in favour of the requested regulation. Staff has contacted an additional eight residents and has been advised that six are in favour of the requested regulation, one is opposed and one had no response.

Bold has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the south side and a part-time parking prohibition on the north side of the street in this block to facilitate street maintenance operations. Residents have expressed concern regarding long-term non-resident parking by employees in the downtown core. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits at an annual cost of $24.00 to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 71 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/ab


CANADA ST.
HUNTER ST. W.
BOLD ST.
DUKE ST.
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
TANLEY AVE.
EWOOD AVE.
RDEEN AVE.
H/S·723a
E·3
HUNTER STREET WEST
E·3/S·802
E·3/S·661
BOLD STREET
DE·3/S·828a
DE·3
DUKE STREET
E·3
ROBINSON STREET
E/S·1095
CHARLTON AVENUE WEST
HERKIMER STREET
MAITLAND STREET
ABERDEEN AVENUE
QUEEN ST. SOUTH
HESS ST. SOUTH
CAROLINE ST. SOUTH
BAY ST. SOUTH
PARK ST. SOUTH
CHARLES ST. SOUTH
WESTAWOOD
GLOUCESTER
SITE PLAN CONTROL

1(BXiXm)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 19
File No. TEC-263-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Broadway Avenue between Whitney Avenue and Willowcrest Avenue - Parking Regulations

RECOMMENDATION:

That a "Two Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of Broadway Avenue between Whitney Avenue and Willowcrest Avenue and that the City Traffic By-law 89-72 be amended accordingly.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of ten of the 18 residential properties abutting Broadway between Whitney and Willowcrest, requesting that a "Two Hour Parking Time Limit, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on both sides of the street in this block. All ten residents who signed the petition are in favour of the requested regulation. Staff has contacted an additional three residents and has been advised that one is opposed to the requested regulation and two have no opinion.

Broadway has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of McMaster University. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents may be entitled to purchase permits at an annual cost of $24. to exempt their vehicles from the signed time limit regulation. Therefore, since 56 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/ab


MAIN STREET WEST
KINGSWOOD ST. S.
HOLLOWAY ST. S.
THORNDALE ST. SOUTH
NORFOLK STREET SOUTH
GLENMOUNT AVENUE
LELAND STREET
SUSSEX STREET
SUSSEX STREET
MAPES AVENUE
AYLETT AVENUE
EMERSON BROADWAY
BOWMAN STREET
WARD AVENUE
WARD AVENUE
C/S-64
DE-3 S-981
C/S-125
BAXTER
THSB RAIL
ROYAL AVENUE
C/S-720
HOLMES AVENUE
ROYAL AVENUE
WINSTON PLACE
ROYAL AVENUE
WHITNEY AVENUE
TOTTENHAM ROAD
MERNA AVE
LELAND STREET
WILMONT COURT
DELBROOK
WHITNEY AVENUE
WILLOWCREST STREET
C/S-720
102
100
98
AVENUE
C/S-815
SITE CONTROL BY-LAW 83-101
AINSLIE
CLIFFORD STREET
ELMVIEW
EMERSON
BROADWAY
AVENUE
BOWMAN
A
C
H
J
G

1(BXiXn)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 19
File No. TEC-264-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Sanatorium Road - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Sanatorium Road commencing at Garth Street and extending to a point 106 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

C. Scott-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

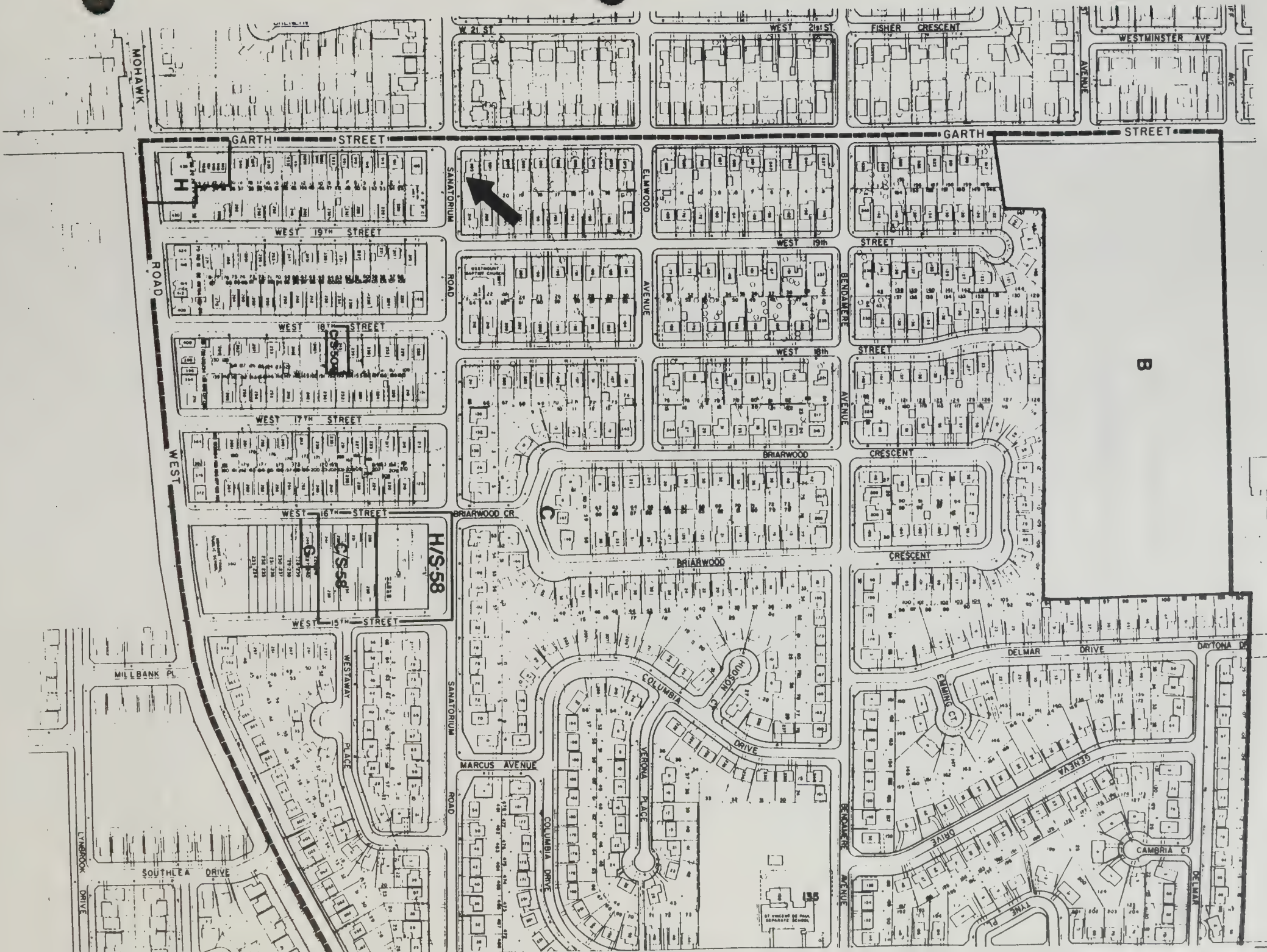
BACKGROUND:

Staff has received a request from Mr. Mike Fennema, 260 West 18th Street, that a "No Parking" regulation be implemented on the north side of Sanatorium, east of Garth, to facilitate two-way traffic flow and turning movements at the intersection.

Sanatorium has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that parked vehicles on both sides of the street in this area do obstruct two-way traffic flow and turning movements at the intersection to some degree. Staff recently contacted Ms. Hallock, 903 Garth Street, whose property abuts the area of requested regulation, and she advised that she supports the request.

The implementation of the requested regulation would result in the loss of approximately three on-street parking spaces. However, since parking is permitted on both sides of the street for the remainder of the block, and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents. Therefore, staff concurs with the request.

SH/CVB/MBH/ab


GARTH STREET
MOHAWK
W 21 ST
WEST 21st ST
FISHER CRESCENT
WESTMINSTER AVE
H
SANATORIUM ROAD
ELMWOOD AVENUE
WEST 19TH STREET
WEST 18TH STREET
WEST 17TH STREET
WEST 16TH STREET
WEST 15TH STREET
H/S58
BENDAMERE AVENUE
BRIARWOOD CR
BRIARWOOD
CRESCENT
B
C
MILLBANK PL
WESTWAY PLACE
MARCUS AVENUE
COLUMBIA DRIVE
VERONA PLACE
HUDSON CT
COLUMBIA DRIVE
DELMAR DRIVE
DAYTONA DR
EMMINS CT
GENEVA DRIVE
CAMBRIA CT
TYNE PL
DEVON LANE
LYMBROOK DRIVE
SOUTHLEA DRIVE
135
ST VINCENT DE PAUL SEPARATE SCHOOL

1(8X1X01)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 24
File No. TEC-269-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: West 2nd Street between Fennell Avenue and Brantdale Avenue - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of West 2nd Street between Fennell Avenue and Brantdale Avenue and that the City Traffic By-law 89-72 be amended accordingly.

C. Th-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of 26 of the 33 residential properties abutting West 2nd between Fennell and Brantdale, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of the street in this block. All 26 of the residents who signed the petition are in favour of the requested regulation.

West 2nd has a 30 foot pavement width, and presently, parking is prohibited on the east side and there is unrestricted parking on the west side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking

by students of Mohawk College. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 79 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

SH/CVB/MBH/ab

JAMES MOUNTAIN RD
CLAREMONT DRIVE
BULL'S LANE
A
C
SOUTHAM PARK
ROSEDENE AVENUE
INVERNESS AVE E
INVERNESS CRESCENT
BARKER AVE
TANNER ST
INVERNESS AVENUE WEST
INVERNESS COURT
ARCADE
DE
UPPER JAMES STREET
WAVELL AVE
CHURCHILL AVENUE
GATEVIEW DRIVE
DUFF CT
DUFF STREET
H
QUEENSDALE AVE W
QUEENSDALE AVE E
FIFTH STREET
ROAD
PARK
G-3
EMPRESS AVE
BRANTDALE STREET
CLOVERHILL
GLENWOOD CR
SECOND
MILLEN AVE
BRUCEDALE AVE W
BRUCEDALE AVE E
WEST JAMES STREET
GENESEE STREET
FENNELL AVENUE WEST
FENNELL AVE E
WEST FOURTH ST
WEST THIRD ST
WEST SECOND ST
WEST FIRST ST
UPPER

1(BXiX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 25
File No. TEC-276-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Parking Regulations on Rifle Range Road Adjacent to Prince Philip School

RECOMMENDATION:

a) That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Rifle Range Road commencing at a point 266 feet south of the south curb line of Whitney Avenue and extending 30 feet southerly; and

b) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Rifle Range Road commencing at a point 333 feet south of the south curb line of Rifle Range Road and extending 36 feet southerly therefrom be revised such that the regulation commences 296 feet south of the south curb line of Whitney Avenue and extends 110 feet southerly; and

c) That the City Traffic By-law 89-72 be amended accordingly.

L. Lutt. England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 departmental operating budget to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Prince Philip School has requested that the existing parking regulations on the east side of Rifle Range Road be revised due to an increase in the number of school

buses transporting children to the school. In the past, the school was serviced by one school bus, but during this school year, two additional buses (total of three) have been added along with a mini-bus to transport "special needs" children.

In order for the "special needs" students to access the school doors by the shortest distance, it is requested that a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Rifle Range adjacent to the school doors, and staff concurs with this request.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Rifle Range in this area. Thus, there will be no loss of parking which could impact the neighbouring residential properties by extending the school bus loading zone. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Rifle Range, the Traffic Division concurs with the request to extend the existing school bus loading zone.

TA/MBH/klk


MAIN STREET WEST
H/S 583
M·14/S·759a
M·14/S·759a
M·14/S· 689 & ·759a
A
C
D
J
ALEXANDER PARK
TOTTENHAM ROAD
RIFLE RANGE ROAD
WHITNEY AVE
ROYAL AVE
HOLMES AVE
MERNA AVE
GLENMOUNT AVE
WARD AVE
LELAND ST
CLIFFORD ST
T.H.&B. RAILWAY
WEST PARK AVENUE
STROUDE RD
HOLLYWOOD STREET
THORNDALE STREET
MORLAND STREET
KINGSMOUNT STREET
EWEN ROAD
RADFORD RD
LOWER HORNING RD
BEAUCOURT ROAD
HAROLD STREET
YARMOUTH COURT
IONA ROAD
GARNOCK ROAD
CARWIN CRES
BLACKWOOD CRES
PURVIS DR
WATES DR
ROAD ALLOWANCE BETWEEN CONS. 1 & 2
EXPRESSWAY
403
H.E.P.C.

1(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-277-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Bristol Street Adjacent to No. 178 Sanford Avenue North - Removal of a Reserved "Permit Parking" Space for a Disabled Resident

RECOMMENDATION:

That the existing "Permit Parking" regulation on the north side of Bristol Street commencing at a point 26 feet east of Sanford Avenue North and extending to a point 29 feet easterly therefrom be removed, and that the City Traffic By-law 89-72 be amended accordingly.

C Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

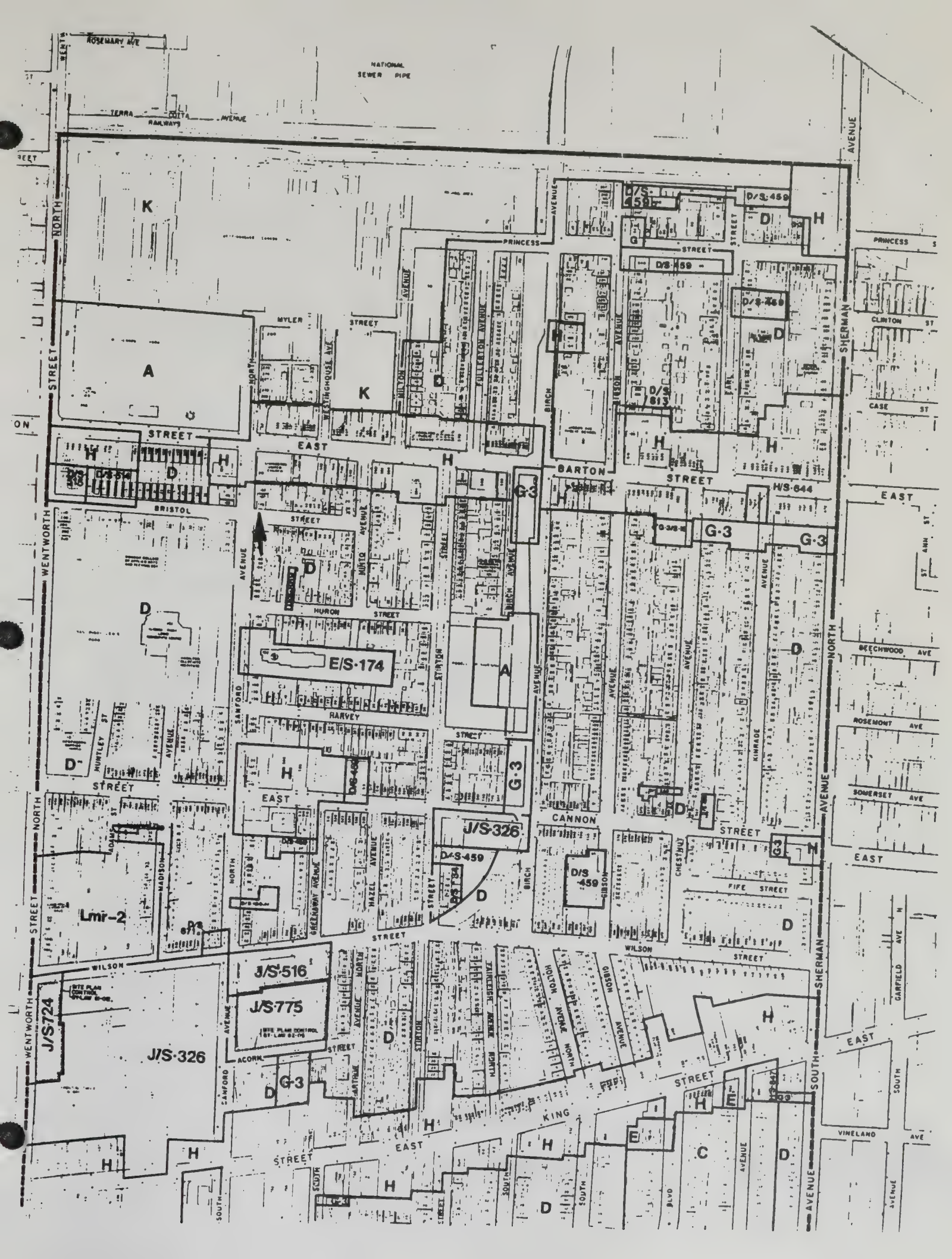
Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff has received a request from an area resident that the existing reserved "Permit Parking" space on the north side of Bristol Street, adjacent to 178 Sanford Avenue North be removed since the homeowner has moved. Staff has confirmed that Mrs. Lucy Simcoe has moved and, therefore, it would be appropriate to remove the subject regulation.

The removal of the "Permit Parking" regulation will restore one on-street parking space which would be controlled by the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" and "Alternate Side Parking" regulations in the remainder of the block.

CVB/MBH/klk


ROSEMARY AVE
NATIONAL SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
NORTH STREET
WENTWORTH STREET
SHERMAN AVENUE
PRINCESS STREET
MYLER STREET
EAST STREET
BARTON STREET
BRISTOL STREET
HURON STREET
RAMSEY AVENUE
CANNON STREET
WILSON STREET
KING STREET
FIFE STREET
CLINTON ST
CASE ST
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
GARFIELD AVE N
VINELAND AVE
D/S-459
D/S-813
H/S-644
E/S-174
J/S-326
J/S-516
J/S-775
J/S724
Lmr-2
G-3
A
C
D
H
K
BIRCH AVENUE
FULLERTON AVENUE
WESTINGHOUSE AVE
STANLEY AVENUE
KINRADE AVENUE
GREENWAY AVENUE
HAZEL AVENUE
MADISON AVENUE
HUNTLEY ST
STANLEY AVENUE
SANFORD AVENUE
ACORN STREET
NOLTON AVENUE
HOSKIN AVENUE
JOHNSON AVENUE
GIBSON AVENUE
CHESTNUT AVENUE
KENILWORTH AVENUE
QUEENSTON BLVD

1(BXiXr)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 18
File No. TEC-261-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 227 West Avenue North - Amendment to a Residential Boulevard Parking Agreement

RECOMMENDATION:

a) That the existing residential boulevard parking agreement registered as Instrument No. 202689 C.D. to the property at No. 227 West Avenue North be amended, at the property owner's expense, to allow two vehicles to be parked on the City road allowance; and

b) That the City Solicitor be directed to process the documents in relation to the amendment of this agreement.

L. Th. H. Eagland for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

In accordance with the existing agreement, the property owner is required to pay $10. to the City annually for the insurance and administrative costs.

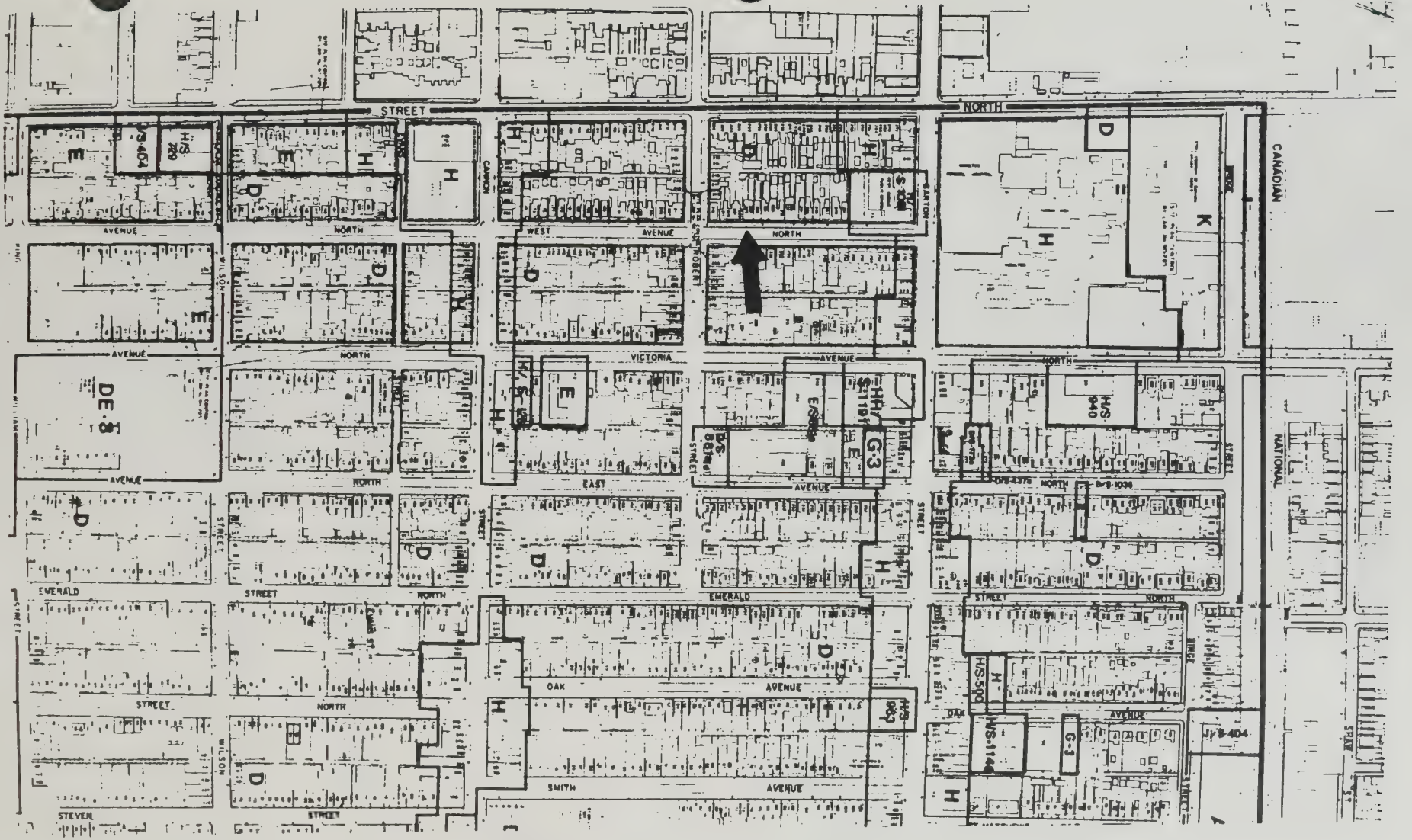
BACKGROUND:

In 1981, staff approved an application by the owner of the property at No. 227 West Avenue North to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1981 December 1.

The owner of the property has now requested that the existing agreement be amended to allow two vehicles to be parked partially on the City boulevard in front of this house. Staff has concluded that there is sufficient space partially on the City boulevard and partially on the private property to accommodate two vehicles. Therefore, staff concurs with this request.

CVB/MBH/klk

c.c. P. Noé Johnson, City Solicitor
Law Department


STREET
NORTH
AVENUE
WEST
NORTH
VICTORIA
AVENUE
NORTH
EAST
AVENUE
EMERALD
STREET
NORTH
EMERALD
OAK
AVENUE
SMITH
AVENUE
STEVEN
STREET
CANADIAN
NATIONAL
RAILWAY

1(8)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 August 30
File No. TEC-219-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Kordun Street and Juliebeth Drive - Intersection Control

RECOMMENDATION:

That westbound traffic on Kordun Street be required to stop for northbound and southbound traffic on Juliebeth Drive and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

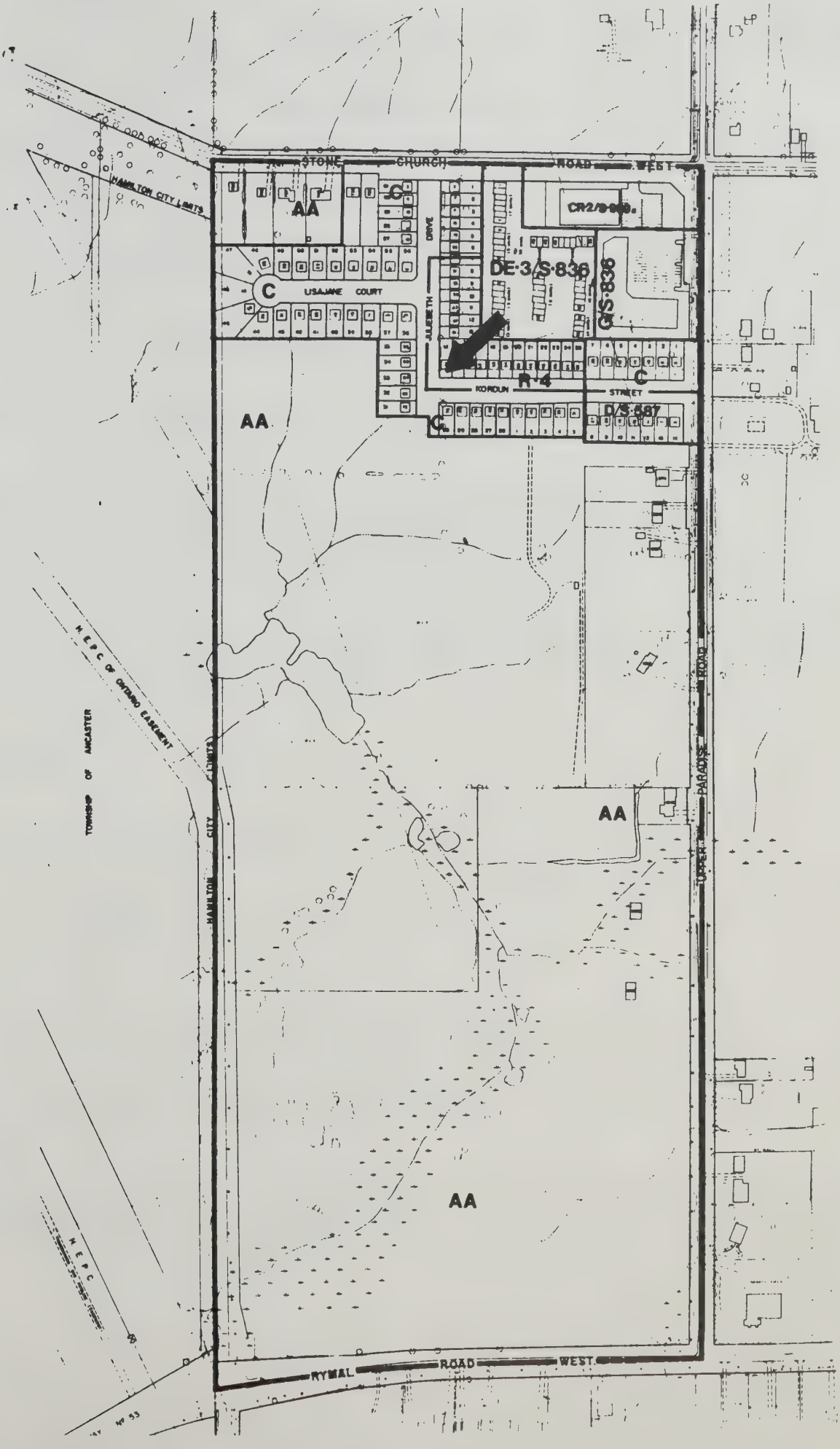
BACKGROUND:

Alderman Don Ross has forwarded a letter from Mr. Vincent McCullough, 70 Kordun Street, requesting that three-way stop control be implemented at the intersection of Juliebeth and Kordun.

The subject intersection is a "T" type intersection where Juliebeth dead ends just south of Kordun, and presently, there are no intersection control signs. Records indicate that there have been no reported collisions at this intersection since its construction, and three-way stop control could not improve upon this excellent collision record.

Staff has concluded that three-way stop control is not warranted at this intersection. However, staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff recommends that westbound traffic on Kordun be required to stop for northbound and southbound traffic on Juliebeth.

CVB/MBH/klk


STONE CHURCH ROAD WEST
HAMILTON CITY LIMITS
AA
C
CR2/S-838
DE-3/S-836
GS-836
C
USAJNE COURT
JULIETH DRIVE
R-4
C
KORDUN STREET
D/S-687
C
AA
AA
AA
N.E.P.C. OF ONTARIO EASTMENT
TOWNSHIP OF ANCASTER
HAMILTON CITY LIMITS
UPPER JAMES ROAD
RYMAL ROAD WEST
N.E.P.C.

1(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 29
File No. TEC-248-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Catharine Street South and Young Street - Intersection Control

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Catharine Street South and Young Street and that the City Traffic By-law 89-72 be amended accordingly.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Vince Agro has advised of concerns regarding the number of collisions occurring at the intersection of Catharine and Young. The subject intersection is a four-leg intersection, where Catharine operates as a southbound one-way street and presently, southbound traffic on Catharine is required to stop for eastbound and westbound traffic on Young.

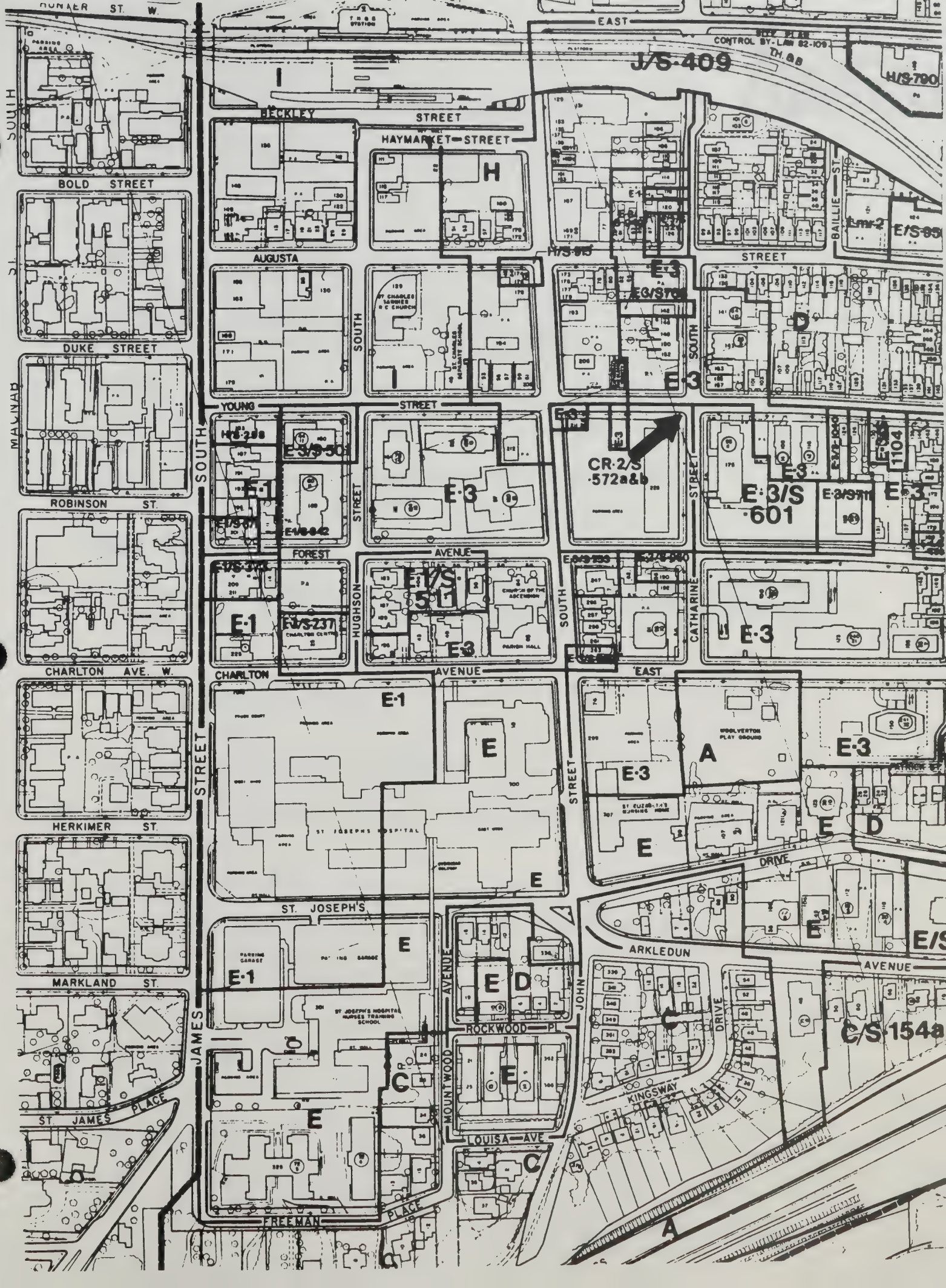
Records indicate that this intersection has experienced an average of 4.4 collisions per year over the past 6¾ years and virtually all of these are right-angle collisions. This is a relatively high collision rate for this type of intersection. There are existing 30 inch, side mounted

stop signs with delineators on both sides of Catharine facing southbound traffic. Thus, significant measures have been taken in an effort to reduce the number of collisions with little success.

Although this intersection is in close proximity to the signalized intersection of Young and John, an investigation has revealed that there should be no conflict for the motoring public between the signal and the proposed stop signs.

Staff has concluded that the intersection meets at least one of the criteria respecting the use of all-way stop control due to the number of collisions at this intersection. Therefore, staff recommends that all-way stop control be implemented at the intersection of Catharine and Young.

CVB/MBH/ab


DUNDAS ST. W.
SOUTH
BOLD STREET
DUKE STREET
MALVAB
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
MARKLAND ST.
JAMES
STREET
SOUTH
ST. JAMES PLACE
FREEMAN PLACE
BECKLEY STREET
HAYMARKET STREET
AUGUSTA
YOUNG
STREET
FOREST
AVENUE
HUGHSON
STREET
SOUTH
CHARLTON
AVENUE
ST. JOSEPH'S
AVENUE
MOUNTWOOD
ROCKWOOD PL
LOUISA AVE
JOHN
STREET
EAST
CATHARINE
STREET
SOUTH
BAILLIE ST
STREET
EAST
DRIVE
ARKLEDUN
DRIVE
KINGSWAY
AVENUE
J/S-409
H/S-790
H/S-915
E-3/S-601
CR-2/S-572a&b
E/S-154a
E-1
E-3
H
A
C
D
E

1(BXiiX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 12
File No. TEC-257-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Holly Avenue and McAnulty Boulevard
- Intersection Control

RECOMMENDATION:

That four-way stop control be implemented at the intersection of Holly Avenue and McAnulty Boulevard and that the City Traffic By-law 89-72 be amended accordingly.

C. Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

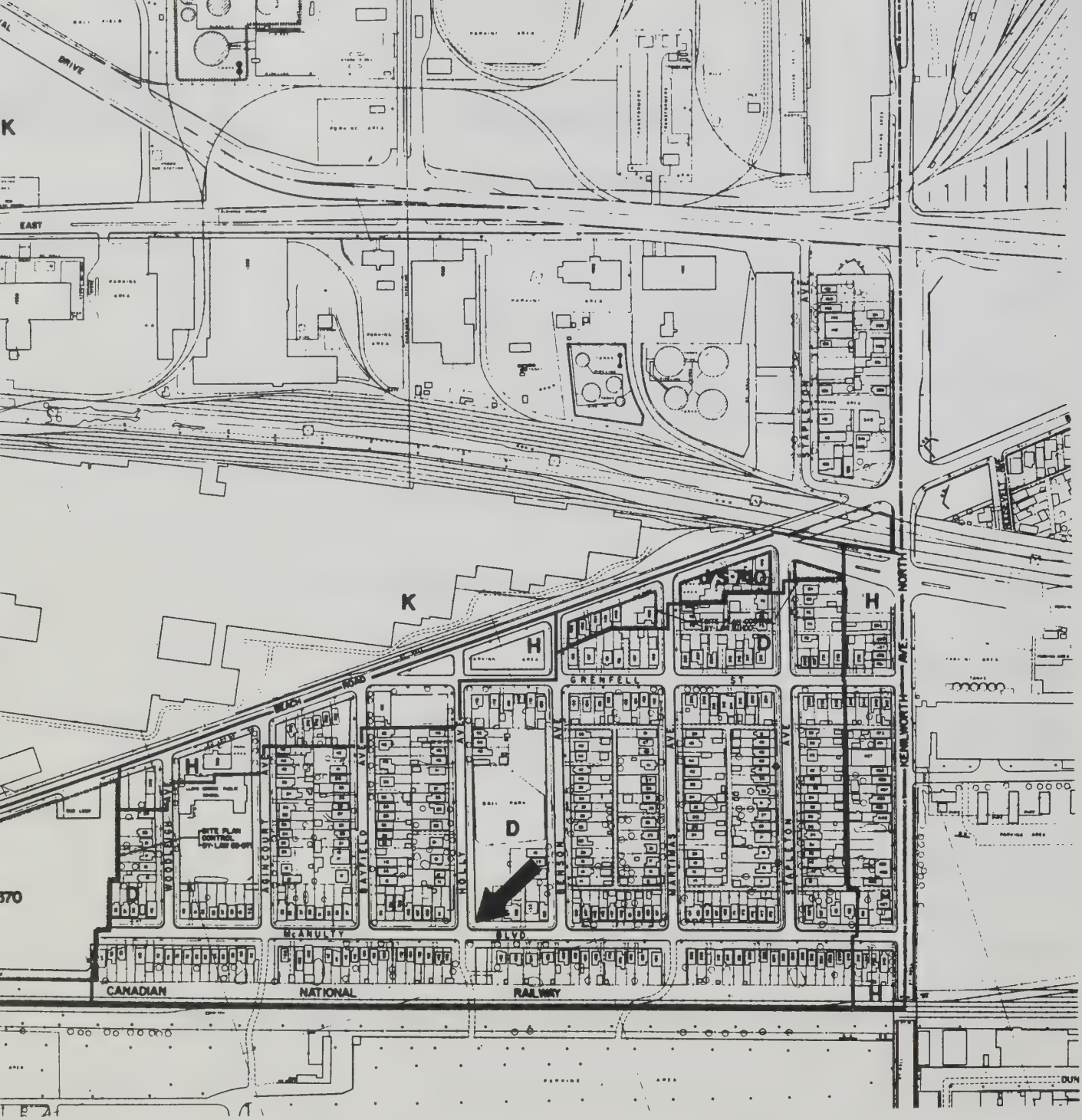
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Dave Wilson has advised of a request from Cathy Smith, President of the Crown Point Community Council, that four-way stop control be implemented at the intersection of Holly Avenue and McAnulty Boulevard.

Staff has concluded that this intersection meets one of the criteria for all-way stop control since it is immediately adjacent to an unfenced park/playground. Therefore, staff concurs with the request.

CVB/MBH/klk



80	76	78
72	73	74
35	34	66

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

INDUSTRIAL SECTOR 'E' AND McANULTY

ZONING

Neighbourhood Boundary

Zoning Boundary.

0 100m

SCALE 50m

NORTH

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLANNING UNIT NO 6205 6211

JANUARY 1990

PAGE NO. 73

1(8)(ii)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 25
File No. TEC-272-95 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersection of Jackson Street East and Hughson Street South

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Jackson Street East and Hughson Street South and that the City Traffic By-law 89-72 be amended accordingly.

C Kitt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available in the 1995 Traffic Sign Installation account to accommodate the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The intersection of Jackson and Hughson is presently two-way stop controlled, with northbound and southbound traffic stoping for eastbound and westbound traffic.

The intersection has experienced an ongoing collision problem. There have been an average of approximately three collisions per year over the past five years. The rate, based on the volume of traffic using the intersection, is approximately four times the average for two-way stop intersections in the City.

Remedial measures have been implemented, such as using oversized stop signs, striped delineators on the stop sign poles, and a stop ahead warning sign. It would appear that some of the collisions result from inadequate visibility due to the location of buildings and signs which are on private property, and these collisions cannot be remedied by simply making the stop signs more visible.

Generally, it is not good practice to locate a stop sign in close proximity (less than 700 feet) to a traffic signal. To do so may cause collisions. However, in this case, there is already a demonstrated collision problem. The experience at locations in the downtown core such as Hughson and King William with the use of all-way stops near traffic signals has been positive in reducing collisions.

Therefore, since there is an ongoing collision problem and since other remedial measures have been tried without success, conversion of this intersection from two-way stop to all-way stop is recommended.

HLS/klk

CITY OF HAMILTON

- RECOMMENDATION -

1(B)(xiii)(a)

DATE: 1995 September 14
File No. TEC-236-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: MacNab Street South - York Bus Route, City of Hamilton - New Bus Stop Installation

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway, the following bus stop be approved:

Route #8 YORK

Add - Northbound -	MacNab Street South (West Leg), east side, 18.6 metres south of the south curb line of King Street West (N/S) - recovery point.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

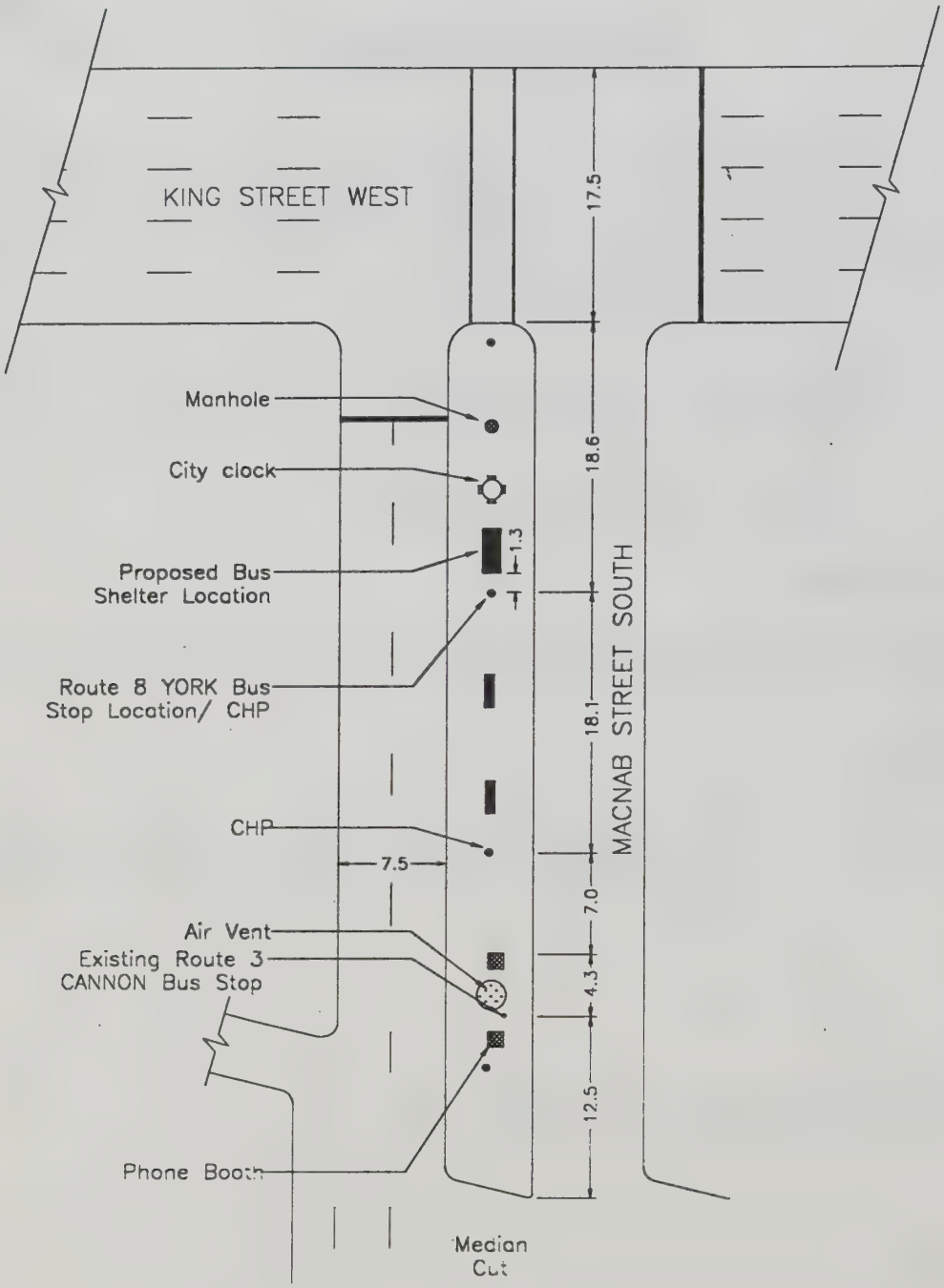
N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway for permission to install a new bus stop on the east side of MacNab Street South, south of King Street West, in conjunction with the extension of Route #8 YORK. The installation of this bus stop will improve the connections for customers transferring between Route #8 and other routes within the downtown area.

The subject bus stop is satisfactory from a traffic point of view. There would be no loss of on-street parking since this area is presently signed with a "No Stopping" regulation and therefore, staff concurs with the request.

CVB MBH
CVB/MBH/ab



NOTE: ALL MEASUREMENTS ARE IN METRES

HAMILTON STREET RAILWAY
TRANSPORTATION SERVICES
PLANNING & DESIGN
PROPOSED BUS SHELTER INSTALLATION

LOCATION:
MACNAB STREET SOUTH CENTRE MEDIAN
SOUTH OF KING STREET WEST

August 9, 1995 90106-C 1:500

1(BXiii)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 September 25
File No. TEC-240-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Barton Bus Route - Bus Stop Relocation

RECOMMENDATION:

a) That in accordance with the request by the Hamilton Street Railway Company, the following bus stops be removed and/or installed:

Route #2 Barton

Delete - Southbound	-	Talbot Street, west side, 80 feet north of the north curb line of Melvin Avenue (N/S); and
Delete - Westbound	-	Melvin Avenue, north side, 28 feet east of the east curb line of Osborne Street (N/S); and
Delete - Westbound	-	Melvin Avenue, north side, 120 feet east of the east curb line of Woodward Avenue (N/S); and
Delete - Eastbound	-	Melvin Avenue, south side, 25 feet west of the west curb line of Eastwood Street (N/S); and
Delete - Eastbound	-	Melvin Avenue, south side, 82 feet east of the east curb line (projected) of Osborne Street (M/B); and
Add - Southbound	-	Woodward Avenue, west side, 25 feet north of the north curb line of Melvin Avenue (N/S); and

b) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to add one bus stop and delete five bus stops in conjunction with an initiative to improve public transit for the Parkview East Neighbourhood. The realignment of Route 2 BARTON will increase route coverage and also improve the transfer connections between Route 2 and Route 4 BAYFRONT. Staff has reviewed this matter and finds the proposed bus stop satisfactory from a traffic point of view. There would be no loss of on-street parking since this area is presently signed with a "No Stopping" regulation.

The removal of the five bus stops will provide a total of four additional on-street parking spaces, all of which would be on Talbot since the other bus stop removals are from areas presently signed with a "No Parking" regulation.

CVB/MBH/klk

BARTON STREET EAST
WOODWARD AVENUE
Waverly Street
Brunswick Street
Osborne Street
Talbot Street
NASH ROAD
MELVIN AVENUE
Sumach Street
Eastwood Street
Pottruff Road
LEGEND
Existing Route 2 BARTON
Proposed Route 2 BARTON
Existing Route 4 BAYFRONT
Existing Bus Stops
Proposed Bus Stop
Bus Stops to be Removed
HAMILTON STREET RAILWAY
TRANSPORTATION SERVICES
PLANNING & DESIGN
PROPOSED BARTON ROUTE RE-ALIGNMENT
Sunday, June 28, 1998

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-259-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Mohawk Road West and Upper Paradise Road - School Crossing Guard

RECOMMENDATION:

a) That a second School Crossing Guard be assigned to the intersection of Mohawk Road West and Upper Paradise Road during the morning and evening school crossing periods for the balance of 1995 and up until the approval of the 1996 Departmental Budget; and

b) That consideration be given in the 1996 current budget deliberations for an expansion package of $4000 plus administrative costs for a school crossing guard at this location on a permanent basis.

C. Scott-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with morning and evening duty times is approximately $4,000. per year plus administrative costs. This increase can be accomodated within the current (1995) School Crossing Guard Program budget however, in order to fund this location in 1996 an expansion package will be prepared for presentation to Committee as part of the 1996 budget process.

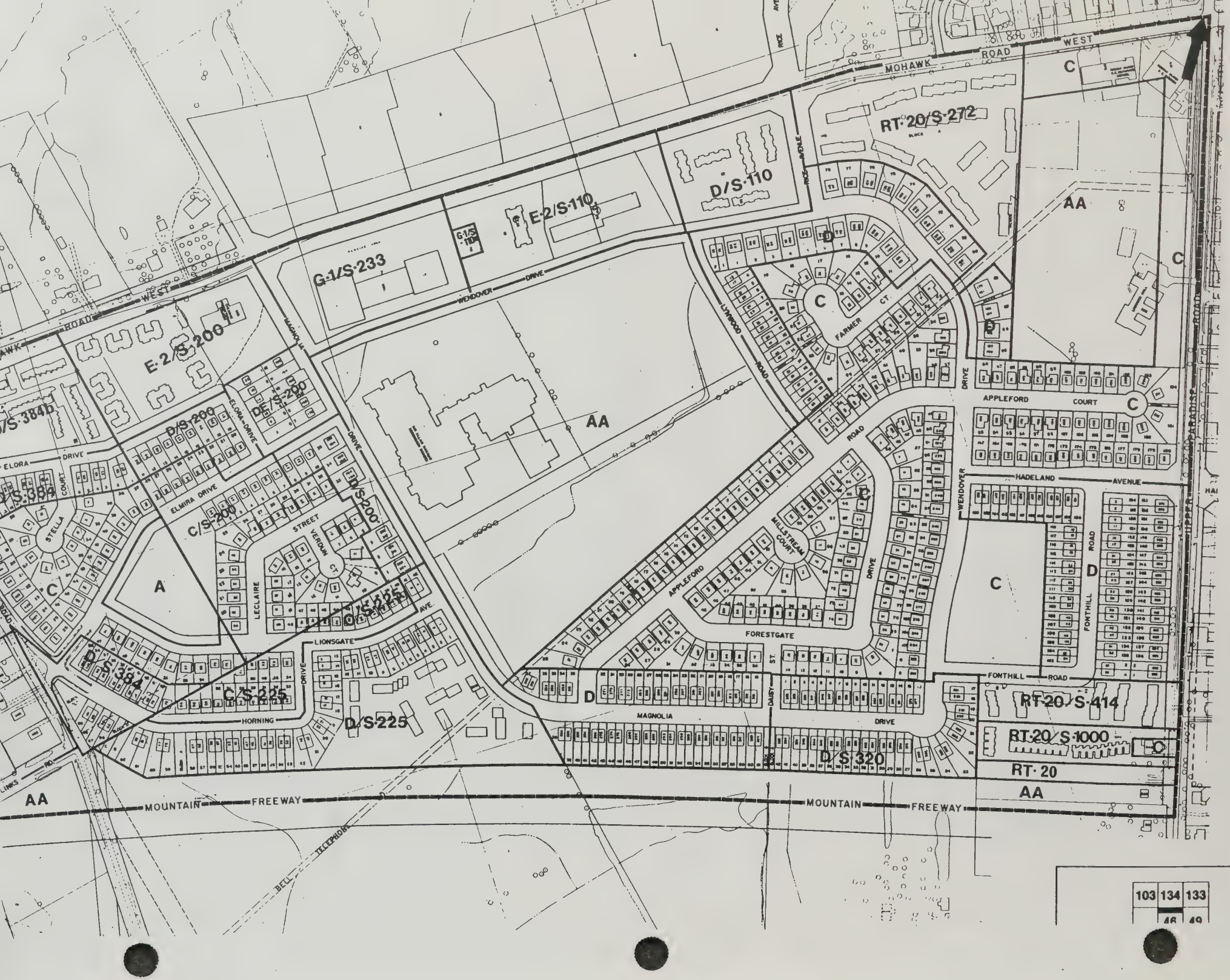
BACKGROUND:

Staff have been requested on numerous occassions to assign a second School Crossing Guard to the signalized intersection of Mohawk Road West and Upper Paradise Road.

children crossing in both the west and south crosswalks. At specific times the guard also assists children in the east crosswalk. The east crosswalk assistance is not provided during the entire crossing period. Requests for a second guard are to provide assistance during the entire crossing time on the east approach and the north approach which is not currently supervised.
The traffic signal at this location alternates the right-of-way such that pedestrians should have adequate opportunity to cross the roadway. However, children were observed crossing incorrectly and motorists disobeyed the signals on several occasions.

When considering the need for a school crossing guard at traffic signals, staff place an emphasis on turning traffic which conflicts with the movement of children during the walk time of the traffic signal. Experience has confirmed that when there is an average of 5 vehicles turning through the crosswalks during each cycle of the traffic signal timings, conflicts, delays or reduced confidence in the children is increased. In the case of Mohawk and Upper Paradise recent observations indicate that all four crosswalks average five turns per cycle during the morning and evening school crossing periods. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Mohawk and Upper Paradise during the morning and evening school crossing periods.

ERA/MBH/ab


MOHAWK ROAD WEST
RT-20/S-272
D/S-110
E-2/S-110
G-1/S-233
WENDOVER DRIVE
E-2/S-200
D/S-200
C/S-200
D/S-225
C/S-225
D/S-384
D/S-384b
D/S-225
D/S-320
RT-20/S-414
RT-20/S-1000
RT-20
MOUNTAIN FREEWAY
MOUNTAIN FREEWAY
ELORA DRIVE
ELMIRA DRIVE
STELLA COURT
LECLAIRE
VERDUN STREET
LIONSGATE DRIVE
HORNING
MAGNOLIA
FARMER CT.
LYNWOOD ROAD
APPLEFORD DRIVE
APPLEFORD COURT
HADELAND AVENUE
MILLSTREAM COURT
FORESTGATE
DAISY ST.
FONTHILL ROAD
BELL TELEPHONE
AA
A
C
D

1 (B X i v X b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-265-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Brigade Drive and Emperor Avenue, Jay Street and Upper Wellington Street - School Crossing Guard

RECOMMENDATION:

a) That a School Crossing Guard be assigned to the intersection of Brigade Drive and Emperor Avenue during the morning and evening school crossing periods for the balance of 1995 and up until the approval of the 1996 Departmental Budget; and

b) That consideration be given in the 1996 current budget deliberations for an expansion package of $1700 plus administative costs for a school crossing guard at this location on a permanent basis; and

c) That the lunch time school crossing service be discontinued at the intersection of Jay Street and Upper Wellington Street.

C. Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The adjustment of these school crossings will have an added cost of approximately $1,700. per year plus administrative costs. This increase can be accommodated within the current (1995) School Crossing Guard Program budget. However, in order to fund these changes in 1996, an expansion package will be prepared for presentation to Committee as part of the 1996 budget process.

BACKGROUND:

Brigade Drive and Emperor Avenue

Aldermen Henry Merling, Terry Anderson and staff of this Department recently met with representatives of Helen Detwiler and St. Marguerite d'Youville Schools to review pedestrian safety in the Barnstown Neighbourhood. A number of additional signs were erected in the vicinity of these schools, but staff were also requested to review the need for a supervised school crossing at the intersection of Brigade Drive and Emperor Drive. This intersection is a "T" type intersection and right-of-way is controlled by an all-way stop.

Staff undertook vehicular and pedestrian studies at the intersection on 1995 October 3. The studies included the monitoring of children crossing Brigade and Emperor, the number of vehicles using both roadways, and any children who crossed within several blocks of the intersection who would be attracted to the intersection if a guard was assigned to the area. Because the intersection is controlled by an all-way stop, special observations were undertaken to determine whether there were any behavioural problems such as motorists not stopping for the stop signs, pedestrians not being observant at the crossing or whether there was any hesitation or delay experienced by the children.

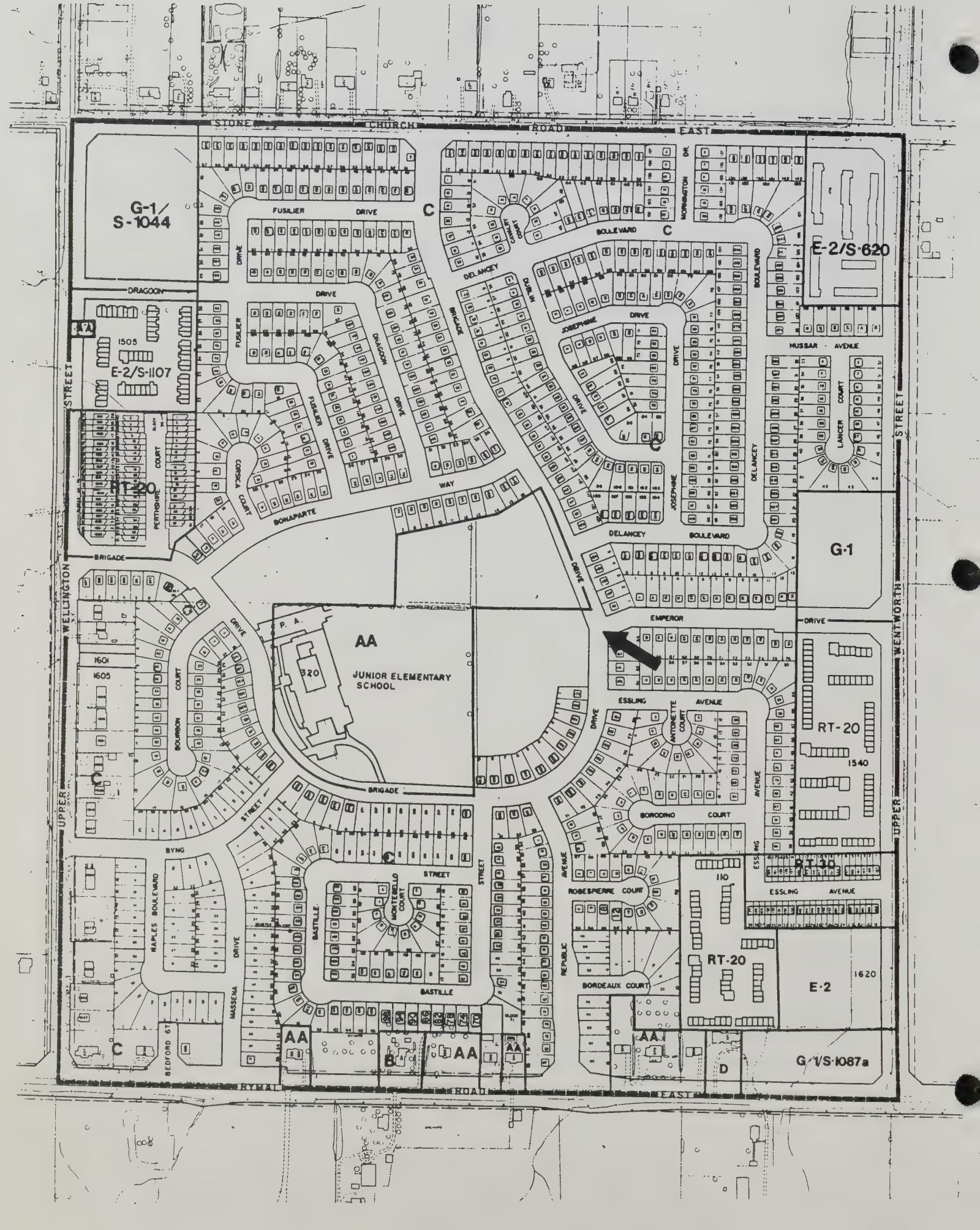
During the a.m. crossing period, 95 children were observed crossing Brigade and none crossing Emperor, while in the p.m. period, 80 children crossed Brigade and 8 crossed Emperor. During the lunch entry and dismissal periods, there were 32 children observed crossing Brigade and one crossed Emperor. Although not summarized, there were many other children north and south of the intersection who crossed Brigade and who would likely be attracted to the intersection should a guard be assigned. During these survey periods, it was noted that on several occasions during the a.m. and p.m. periods, motorists and children attempted their movement at the same instance thus creating potential conflicts. During the lunch hour, motorist and pedestrian volumes were minimal such that conflicts were not present. Therefore, it is recommended that a School Crossing Guard be assigned to the intersection of Brigade and Emperor during the morning and evening school crossing periods.

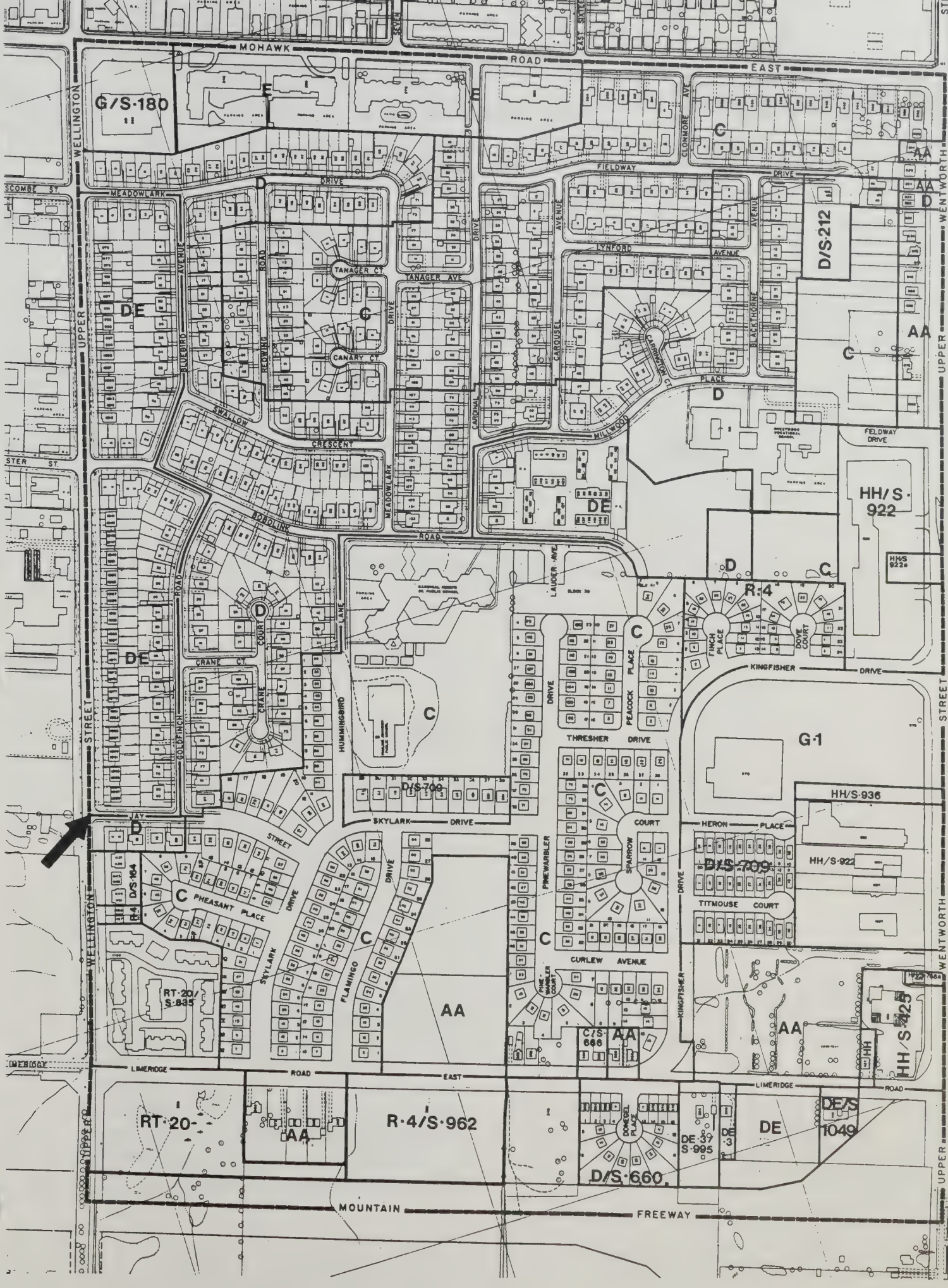
Jay Street and Upper Wellington Street

The school crossing location of Jay and Upper Wellington currently is supervised during the morning, lunch dismissal, lunch entry and evening school crossing periods. The employee assigned to this location recently advised her supervisor that since school commenced in September, no elementary school children have crossed Upper Wellington or Jay during the lunch time crossing periods. Supervisory staff have reviewed the issue and have confirmed that there are no children crossing at the noted times during several observations. Staff

have contacted Cardinal Heights, St. Michael's and Pauline Johnston schools who have confirmed that they do not have any children requiring crossing assistance during the lunch periods. Therefore, staff recommend that the lunch time school crossing periods be eliminated at the intersection of Jay and Upper Wellington.

TA/MBH/ab


STONE CHURCH ROAD EAST
G-1/
S-1044
E-2/S-620
DRAGOON
1505
E-2/S-1107
RT-20
PERTHSHIRE COURT
FUSILIER DRIVE
DRAGOON DRIVE
CONSCA COURT
BONAPARTE WAY
BRIGADE
DELANCEY BOULEVARD
DUBLIN COURT
JOSEPHINE DRIVE
MORNINGTON DR.
HUSSAR AVENUE
LANCER COURT
WELLINGTON STREET
WENTWORTH STREET
G-1
EMPEROR DRIVE
P. A.
AA
320
JUNIOR ELEMENTARY SCHOOL
1601
1605
BOURBON COURT
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
RT-20
1540
RT-30
110
ROBESPIERRE COURT
BYNG STREET
MONTEBELLO COURT
BASTILLE
REPUBLIC AVENUE
BORDEAUX COURT
NAPLES BOULEVARD
MASSENA DRIVE
BEDFORD ST.
E-2
1620
G-1/S-1087a
RYMAL ROAD EAST


MOHAWK ROAD EAST
G/S-180
WELLINGTON STREET UPPER
WENTWORTH STREET UPPER
MEADOWLARK DRIVE
FIELDWAY DRIVE
TANAGER CT.
TANAGER AVE.
CANARY CT.
SWALLOW CRESCENT
BOBOLINK ROAD
BLUEBIRD AVENUE
BLOWING ROAD
CARDINAL DRIVE
CARROUSEL AVENUE
LYNFORD AVENUE
CLONMORE AVE.
BLACKTHORNE AVENUE
CARRINGTON CT.
MILLWOOD PLACE
D/S-212
HH/S-922
LAUDER AVE.
CRANE CT.
CRANE COURT
GOLDFINCH ROAD
HUMMINGBIRD LANE
KINGFISHER DRIVE
FINCH PLACE
DOVE COURT
PEACOCK PLACE
THRESHER DRIVE
G-1
D/S-709
SKYLARK DRIVE
HERON PLACE
TITMOUSE COURT
SPARROW COURT
PINEWARBLER DRIVE
CURLEW AVENUE
PINE WARBLER COURT
JAY STREET
PHEASANT PLACE
FLAMINGO DRIVE
RT-20/S-835
R-4
D/S-164
C/S-666
HH/S-936
HH/S-925
LIMERIDGE ROAD EAST
RT-20
R-4/S-962
DONEGEL PLACE
DE-32 S-995
DE/S 1049
D/S-660
MOUNTAIN FREEWAY

1(8)(iv)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-275-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cochrane Road and Montrose Avenue - School Crossing Guard Request

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Cochrane Road and Montrose Avenue.

C Tutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with a morning and evening duty time is approximately $4,000. per year plus administrative costs or $6,300. per year plus administration costs for a location with morning, lunch and evening duty times. These costs cannot be accommodated within the current School Crossing Guard Program budget. Approval of a Crossing Guard at this location would require that an expansion package be presented to Committee as part of the 1996 budget process.

BACKGROUND:

Aldermen Fred Eisenberger and Chad Collins recently requested a review of the need for a School Crossing Guard at the intersection of Cochrane Road and Montrose Avenue and that a report be forwarded to the Transport and Environment Committee respecting this matter.

As a result, staff recently undertook studies at the intersection during the a.m. and p.m. school crossing periods in order to determine the number of children crossing Cochrane at this intersection as well as to determine the number of vehicles on Cochrane. General observations relating to safety of the children were also undertaken.

Presently, eastbound and westbound traffic on Montrose is required to stop for northbound and southbound traffic on Cochrane at this four-leg intersection.

During the a.m. period, 10 children were observed crossing Cochrane Road, all accompanied by adults, and in the p.m. period, there were 30 children in total who crossed Cochrane, of which 12 were either of middle school age or older. The remaining 18 children were accompanied by an adult.

During both survey periods, there was little or no hesitation in crossing by all pedestrians and no delay in waiting to cross. This is substantiated by the fact that there were at least five safe gaps in traffic for every 5 minute period which is the criteria used by staff in Hamilton and most municipalities in Ontario. Finally, the number of vehicles turning at this location is considered very low and had little impact on the safety of the children. Therefore, staff do not recommend the assignment of a School Crossing Guard to the intersection of Cochrane Road and Montrose Avenue at this time.

TA/MBH/klk


KIMBERLY DRIVE
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW
FENNELL AVE E.
GREENHILL AVENUE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON DRIVE
CLOVERDALE AVENUE
ROSEDALE AVENUE
FERNDALE AVENUE
SCOTIA AVENUE
COCHRANE ROAD
ROSSEAU AVENUE
CHARCOTTE STREET
ERIN AVENUE
MELLOR AVENUE
MACKAY STREET
CONTINA CRESCENT
RT-10/3
457

CITY OF HAMILTON

- RECOMMENDATION -

1(BXVX(a)

DATE: 1995 October 27
File No. TEC-231-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: City of Hamilton Snow Route Map

RECOMMENDATION:

a) That the following streets or sections of streets be deleted from the snow route system:

- Aberdeen Avenue between Hess Street South and James Mountain Road
- Angela Avenue between West 31st Street and Upper Paradise Road
- Argo Street between San Remo Drive and San Antonio Drive
- Beach Road between Grenfell Street and Burlington Street East
- Benson Avenue between Grenfell Street and Beach Road
- Berko Avenue between Upper Sherman Avenue and Folkstone Avenue
- Blake Avenue between Maplewood Avenue and Main Street
- Brant Street between Wentworth Street North and Birch Avenue
- Catharine Street South between Charlton Avenue East and Barton Street East
- Christie Street between Malton Drive and Kennedy Avenue
- Division Street between Harrison Avenue and Barton Street
- Dock Service Road between Guise Street and Ferguson Avenue
- Eaglewood Drive between Eva Street and Eleanor Avenue
- East 42nd Street between Ninth Avenue and Mohawk Road East
- Eleanor Avenue between Eaglewood Drive and Rymal Road East
- Elora Drive between Upper Horning Road and Elmira Drive
- Eva Street between Rymal Road and Eaglewood Drive
- Ferguson Avenue North north of Burlington Street
- Ferguson Avenue North between King Street East and Cannon Street East
- Ferrie Street East between Wellington Street North and Victoria Avenue
- Folkstone Avenue from end to end
- Gailmont Drive between Orphir Road to King Street East
- Glover Road south of Rymal Road
- Guise Street between MacNab Street and Dock Service Road
- Haddon Avenue between Main Street West and King Street West
- Harmony Avenue between Barton Street and Harrison Avenue
- Harrison Avenue between Harmony Avenue and Division Street

- Kennedy Avenue between West 5th Street and Highway #6
- Macassa Avenue between Upper Sherman Avenue and Upper Gage Avenue
- Malton Drive between Christie Drive and Highway #6
- Margaret Street between King Street and Main Street
- Mary Street between King Street East and Barton Street East
- Orphir Road between Rainbow Drive and Pottruff Road
- Parkdale Avenue South between King Street East and Lawrence Road
- Pottruff Road South between Orphir Road and King Street East
- Queensbury Drive between Queen Victoria Drive and Upper Ottawa Street
- Queen Victoria Drive between Queensbury Drive and Redbury Street
- Rainbow Drive between Orphir Road and Nash Road
- Redbury Street between Queen Victoria Drive and Upper Ottawa Street
- Sherman Avenue South between Delaware Avenue and south of Cumberland Avenue
- Upper Horning Road between Horning Drive and Mohawk Road West
- Upper Kenilworth Avenue south of Limeridge Road East
- Warrington Street from end to end
- Wendover Drive between Magnolia Drive and Rice Avenue
- West 31st Street between Angela Avenue and Scenic Drive; and

b) That the City Traffic By-law 89-72 be amended accordingly.

L Lutt-Eagland for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of removing the subject signs.

BACKGROUND:

Staff is in the process of preparing the 1995-96 City of Hamilton Snow Route Map. The Hamilton Street Railway has reviewed the existing snow route map and has identified several sections of street which they no longer operate buses on.

The snow route designation prohibits parking of all vehicles during snow emergencies declared by the Chief of Police in order to facilitate snow clearing for the movement of traffic, including buses. Since the Hamilton Street Railway no longer operate buses on these streets, the Streets and Sanitation Division has advised that it would be appropriate to remove these streets from the snow route system.

CVB/MBH/klk

16(B)(v)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 17
File No: TEC-260-95 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Appointment of Parking Control Officers

RECOMMENDATION:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following person be appointed as Parking Control Officer:

WILLIAM LONDON

(b) That the following appointments as Parking Control Officers be repealed:

BRAD McCOY
ANTHONY PICARD
CLIVE REYNOLDS

L Luft-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Department of Public Works and Traffic, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

WY/jd

1(B)(v)(c)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1995 October 25
File No: TEC-255-95 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Extension of Contract Position
- Traffic Collisions Countermeasures Project

RECOMMENDATION:

That the contract position of Traffic Operations Technologist, Salary Grade 23, in the City of Hamilton Department of Public Works and Traffic be extended for a duration of 30 months.

L Lutt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The salary, overhead and benefits for the employee conducting this project will be funded entirely by the Roads Department of the Transportation/Environmental Group of the Region. There will be no cost to the City.

BACKGROUND:

In 1994, a contract position was established in the (then) Traffic Department to concentrate solely on reducing the occurrence of motor vehicle collisions in Hamilton-Wentworth. As the majority of collisions occur on Regional roads, this project was funded by the Regional Roads Department.

While Traffic staff routinely deal with issues of traffic safety, this is typically following complaints from the public or elected representatives. Prior to the Collision Reduction Program program, it had not been possible to concentrate resources on reducing collisions.

The project technologist started by developing computer tools to identify those locations with the highest rates of collisions. There are now lists of the locations with the worst collision records at signalized intersections, two-way stop controlled intersections, all-way stop control intersections, urban roadway intersections, rural roadway intersections, and miscellaneous locations.

As well as acting on all safety inquiries directed to the Traffic Division, the Collision Reduction Program has begun in the last six months to address engineering and other solutions to the locations with the highest collision rates. In addition, it provides feedback to capital projects such as the installation of left-turn lanes, as to the degree of success and the benefits of those projects.

To date, approximately 40 locations have been reviewed, with a total of 210 collisions at these locations annually. Our estimate is at least 20%-30% effectiveness at reducing collisions through these investigations. At an estimated cost of $10-12,000 per collision, this is a substantial benefit and savings to the public.

Many tasks remain to be done. In the next 30 months, the following activities are planned:

- review of a minimum of 100 additional hazardous locations, as identified from the computer databases

- follow-up studies on locations with previously implemented countermeasures, to determine if the countermeasures have been successful

- analysis of the treatments used, to determine the success rate of the various types of countermeasures

- response to the public and elected representatives on locations not identified internally

Given that there were over 7,200 motor vehicle collisions in Hamilton-Wentworth last year with over 2,200 of them causing personal injury, this project provides an excellent opportunity for improving quality of life in Hamilton and in the Region.

Given the potential value of the Collision Reduction Program, it is recommended that the contract of the technologist presently conducting the project be extended for an additional 30 months.

HLS/jd

1 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 25
S609-01 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into various streets by By-Law. (R-95-61)

RECOMMENDATION:

a) That the following City land be incorporated into certain streets:

Upper Gage Avenue	Blocks 78 & 80	Plan 62M-780
Upper Horning Road	Part 2	Plan 62R-13544

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Upper Gage Avenue	Blocks 78 and 80, 62M-780	N/A	To provide legal access from the new development to Upper Gage Avenue	S609-01
Upper Horning Road	Part 2, 62R-13544	N/A	To allow for connection to the Stone Church Road extension	S609-01

GM KL
cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCKS 78 AND 80, PLAN 62M-780
INTO UPPER GAGE AVENUE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Upper Gage Avenue within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Gage Avenue.

All of Blocks 78 and 80, Plan 62M-780.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAWNO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 2, PLAN 62R-13544
INTO UPPER HORNING ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Upper Horning Road within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Upper Horning Road.

Part Lot 55, Concession 3, in the geographic township of Ancaster, designated as Part 2, on Plan 62R-13544.

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

1(d)

CITY OF HAMILTON

- RECOMMENDATION-

DATE: 1995 October 10
File No: TEC-254-95 / Author: H. L. Solomon

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

D. Vyce
Director of Property

SUBJECT: Sign Manufacturing Ventilation Improvements - Traffic Operations Centre

RECOMMENDATION:

That the provision of upgrades to the ventilation system of the sign manufacturing area of the Traffic Operations Centre be authorized, at a cost of not to exceed $65,000.00, with the funding from Account CF-758841001.

C Luttt-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Financial: Although $600,000 has already been returned to the capital budget process from the original budget for the Traffic Operations Centre, sufficient funds still remain in the accounts to fund these improvements.

Staffing: If the changes are not implemented, Traffic Division staff face potential health and safety problems.

BACKGROUND:

In May of 1995, the Province of Ontario issued new regulations regarding several types of traffic signs. The new regulations were in regard to the reflective sheeting which is used in

the manufacture of the signs. The regulation affects such signs as stop signs, one way arrows, turn prohibition signs and delineators. The City and Region are required by the new changes to immediately begin manufacture of all new signs from the new materials.

While the new materials will increase the visibility of the signs at night, there are two major drawbacks. First, there is a relatively short period of time in which to replace all signs of the listed types, which will be addressed through the 1996-2005 Capital Budget. Second, the manufacturing process required for the new materials uses chemicals which have a strong odour, and are potentially toxic.

The ventilation in the sign manufacturing area of the Traffic Operations Centre was well designed based on the materials in use at the time of building construction. The ventilation has served the staff well up to this point. However, with the Provincial standards requiring large scale production of the new signs, staff are forced to work wearing respirators, the office of the sign manufacturing area becomes unusable, and, if doors are left open, the smell affects adjacent rooms and hallways. Also, in order to attain the manufacturer's warranties on the signs, there are also certain requirements in terms of the process of drying the manufactured signs. The two requirements lead to the necessity of substantially upgraded ventilation in the sign manufacturing area of the Traffic Operations Centre.

The original construction accounts for this building are still open approximately 2 1/2 years later, due to the ongoing considerations of roof leaks. Sufficient funds exist in the original construction accounts to fund the ventilation modifications. The Capital Budget Sub-Committee met on 1995 September 25 to consider this issue and approved forwarding this recommendation to the Transport and Environment Committee. Therefore, it is recommended that the ventilation modifications proceed in order to assure the safe and comfortable working conditions necessary for employees and to ensure the warranty requirements of the sign manufacturer.

HLS/jd

1 (Exi

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 6

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

Attachment

REPORTS
TRANSPORTATION AND ENVIRONMENT
COMMITTEE

Date	From	Subject	Date Distributed
1995 September 29	Commissioner of Public Public Works and Traffic	Metro Mobile Escorts Ltd.	1995 October 26
1995 October 24	Director of Culture and Recreation	Kirkendall Neighbourhood Association Beulah Park Street Sale, Beulah Park Sunday, 1995 October 29	1995 October 30
1995 October 26	Senior Director, Roads Department	Construction Deficiencies - Warren Avenue, Contract RHW-91-64(HW)	1995 October 30
1995 October 27	Senior Director, Roads Department	Turn Regulations - James Street South at Markland Street	1995 October 30

Kevin C. Christenson, Secretary
1995 November 6th

1(EXii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 2nd

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **1996 Annual Conference**
Ontario Good Roads Association

RECOMMENDATION:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference to take place on 1996 February 25 to February 28, Royal York Hotel, Toronto, Ontario.

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1995 Operating Budget.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Costs to be charged to Aldermen Travel Account No. CH55201 10010

BACKGROUND:

Attached is a schedule of Events and Convention Outline

KCC/mjw

Attachment

c. A. Ross, Treasurer

ONTARIO GOOD ROADS ASSOCIATION

1996 ANNUAL CONFERENCE

The theme for the 1996 conference is **Leadership in Municipal Transportation**. **Hon. Mike Harris**, Premier of Ontario, has been invited to speak on the opening morning of the conference. Conference highlights include

- Keynote Speakers: **Hon. Al Palladini**, Minister of Transportation; **George Davies**, Deputy Minister of Transportation; **Hon. Al Leach**, Minister of Municipal Affairs and Housing (invited).

- Session topics confirmed to date: funding of municipal roads; 911 and rural addressing; new technology used on Highway 407 and freeway control; update on the new *Municipal Act*; integrated community transportation; update on the implementation of the National Airport Policy. Other topics are under development. Input from OGRA membership is welcome.

- Annual meetings of and workshops sponsored by Municipal Engineers Association and Association of Ontario Road Superintendents.

- Trade show and information centres featuring the most recent technology, services and products. Several ministries will also provide information centres on municipal programs.

- A New **Products and Services Forum** sponsored by OGRA's corporate members.

- **The Learning Centre** will be open throughout the conference, and feature presentations on lifecycle cost analysis; finding efficiencies in small road departments; moving towards *Sustainable Improvement*; managing crisis in your road department; coping with change.

- Presentation of long service, productivity and educational awards at the Awards Luncheon on February 27th.

- Resolutions from member municipalities will be debated on February 26th.

- Delegations will have the opportunity to meet with the Minister of Transportation and/or senior MTO personnel.

- Opportunities to learn and share your ideas with those with mutual interests and concerns.

February 25-28, 1996 - Royal York Hotel, Toronto

ONTARIO GOOD ROADS ASSOCIATION

1996 ANNUAL CONFERENCE

ACCOMMODATION INSTRUCTIONS AND IMPORTANT INFORMATION

1. Reservations must be received before January 31, 1996. After this date, all conference room blocks will be released, and any requests for room reservations must be negotiated with hotels directly.

2. No telephone reservations will be accepted. Reservations will be processed only if received on the official Housing Bureau form, or a photocopy thereof. One form must be completed for each room requested.

3. Acknowledgements will be mailed or faxed by the Housing Bureau as indicated on the official housing form. Please allow at least 10 days for receipt of this acknowledgement. Hotel confirmations will follow the Housing Bureau acknowledgement.

4. A deposit of $100 per room, **payable to OGRA Housing Bureau**, must accompany each written request. Payments acceptable include personal cheque, bank draft, money order and certified cheque. In lieu of deposit, credit card information is acceptable. Please note that a credit card number will act only as a room guarantee - there will be no charge to the card unless the delegate cancels within 72 hours of arrival.

5. Hotel reservations are made on a first come first served basis. Please mail early.

6. Send only one form if sharing with a colleague. Multiples cause duplication and possible double charging.

7. For your own records, please keep a photocopy of your original housing form.

8. Prior to January 31, 1996, all changes must be made in letter form only. Phone calls will not be accepted. After this date, modifications can be made with the hotel directly.

9. If cancelling, you must notify the Housing Bureau by mail or fax at (416) 203-6735, or phone the hotel directly if you are cancelling after January 31, 1996, to avoid billing. You must cancel 72 hours before expected date of arrival.

10. If requesting reservations after January 31, 1996, you should contact the hotel(s) directly. You may wish to use the services of Accommodation Toronto at 905-629-3800, which has information on current room availability in Metro Toronto. Convention rates cannot be guaranteed after January 31st.

... rates over

ONTARIO GOOD ROADS ASSOCIATION

ANNUAL CONFERENCE

FEBRUARY 25th to 28th, 1996

SCHEDULE OF HOTEL RATES

CROWNE PLAZA 225 Front Street West 416-597-1400 1-800-227-6963	Single Bedroom Double Bedroom	- $115 - $125		
ROYAL YORK HOTEL 100 Front Street West 416-368-2511 1-800-441-1414	Single Bedroom Double Bedroom Studio Suite	- $109 - $123 - $295	Small Suite Medium Suite Large Suite	- $435 - $535 - $685 & up
SHERATON CENTRE 123 Queen Street West 416-361-1000 1-800-325-3535	Single Bedroom Double Bedroom	- $105 - $105		
SKYDOME HOTEL 1 Blue Jays Way 416-360-7100 1-800-441-1414	Single Bedroom Double Bedroom	- $109 - $123		
STRATHCONA HOTEL 60 York Street 416-363-3321 1-800-268-8304	Single Bedroom Double Bedroom	- $ 65 - $ 65		
WESTIN HARBOUR CASTLE 1 Harbour Square 416-869-1600 1-800-228-3000	Single Bedroom Double Bedroom	- $115 - $115		

(Note: All rates are subject to PST and GST, if applicable)

PRIOR TO JANUARY 31, 1996, ALL RESERVATIONS MUST BE MADE USING THE OFFICIAL HOUSING FORM. AFTER THAT DATE, PLEASE CONTACT THE HOTELS DIRECTLY FOR CANCELLATIONS AND CHANGES.

Information over . . . .

ONTARIO GOOD ROADS ASSOCIATION

ANNUAL CONFERENCE

February 25 to 28, 1996

ROYAL YORK HOTEL, TORONTO

COMPANIONS' PROGRAM HIGHLIGHTS

Sunday, February 25th

OPENING RECEPTION

Come and renew acquaintances and meet new faces.

Monday, February 26th

LUNCHEON THEATRE at STAGE WEST, MISSISSAUGA

Buses have been arranged to take you to Stage West for lunch and the musical production *Five Guys Named Moe*. Broadway's hottest Musical! It's a jiving celebration of jazz saxophone legend Louis Jordan, featuring many of his famed hits. Five cool, crazy guys teach one lonely young man how to jazz up his life.

Tuesday, February 27th

COMPANIONS' HOSPITALITY ROOM

Meet old friends and new acquaintances in the companions' hospitality room! This room is reserved for card games, pin exchanges or a friendly chat. In addition, information will be available on local attractions and places to shop. Plan your own excursion.

... over

Tuesday, February 27th

Choose one of the following options:

LINE DANCING CLASS

Country line dancing is spreading as fast as a dust storm on the prairie. Line dancing is not difficult. Uncomplicated steps are at the heart of line dancing so anybody can twist, turn and stamp their way to the music.

ROYAL YORK HOTEL TOUR

This tour will take you through the heart of the Royal York Hotel. The tour will include the convention floor kitchens, housing rooms, the Royal Suite (if available), laundry department and garbage/recycling.

CBC BUILDING TOURS

The CBC building opened in September of 1992. You will be guided through the radio, TV and news studios. At the end of the tour you will be free to explore the CBC museum.

SKYDOME TOURS

This tour begins in the artifact area where you can browse at pieces that were unearthed during the construction of SkyDome. From there you are seated in the Toronto Sun Theatre to watch a 15 minute giant screen presentation entitled The Inside Story. Next you are taken on a behind the scenes walking tour of the stadium which includes areas such as a press box, the Toronto Sun SkyBox and maybe even a chance to stroll across the field or visit a team dressing room.

MAKE AND TAKE CRAFT CLASSES

Lewiscraft will conduct two make and take classes during the program. You will have the choice of creating a colourful 18" disc using a product called "Window Colour" which resembles stained glass, or making a paper maché box and decorating it using a sponge painting technique. A small additional fee will be applied to cover material costs.

The registration fee will be approximately $65. Preregistration forms will be mailed in December. Tickets for the awards luncheon and banquet on Tuesday will be available at additional costs.

Plan now to attend the OGRA Conference in February '96

Nancy Mennie
Chair, 1996 Companions' Program Committee

URBAN/MUNICIPAL
CA4 ON HBL A05
C51T6
1995

URBAN MUNICIPAL
DEC 5 1995
GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 December 4
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) School Crossing Guard, Cochrane Road and Montrose Avenue
   Alderman C. Collins (Tabled at the 1995 November 6 Transport and Environment Committee meeting in order that a delegation to be heard)

   (b) Concrete Island Extension
   Centennial Parkway, North of Barton Street, City of Hamilton

2. **CONSENT AGENDA**

3. **COMMISSIONER OF PUBLIC WORKS AND TRAFFIC**

   (a) Landscape Advertising

   (b) Continuous Improvement Programme
   - Sanitation Division

   (c) Request for Construction of Sidewalks on Wingate Place in Wheten Court Subdivision

   (d) Garbage Collection in the Alleyways Serving King Street from James Street to Wellington Street

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

(e) Proposed Staffing Changes in Public in Public Works and Traffic Department.

4. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

Decontamination of PCB's by PPM Canada Inc. for International Iron and Metal Company, Ontario

5. **OTHER BUSINESS**

6. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
3.	School Speed Zones	1994 October 17	Director of Traffic Services	Report Back
4.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
5.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back

Kevin C. Christenson, Secretary
1995 December 4th

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 October 26
File No. TEC-275-95 / Author: T. Arnold

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Cochrane Road and Montrose Avenue - School Crossing Guard Request

RECOMMENDATION:

That a School Crossing Guard not be assigned to the intersection of Cochrane Road and Montrose Avenue.

C. Liff-England for
D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The cost to assign a School Crossing Guard with a morning and evening duty time is approximately $4,000. per year plus administrative costs or $6,300. per year plus administration costs for a location with morning, lunch and evening duty times. These costs cannot be accommodated within the current School Crossing Guard Program budget. Approval of a Crossing Guard at this location would require that an expansion package be presented to Committee as part of the 1996 budget process.

BACKGROUND:

Aldermen Fred Eisenberger and Chad Collins recently requested a review of the need for a School Crossing Guard at the intersection of Cochrane Road and Montrose Avenue and that a report be forwarded to the Transport and Environment Committee respecting this matter.

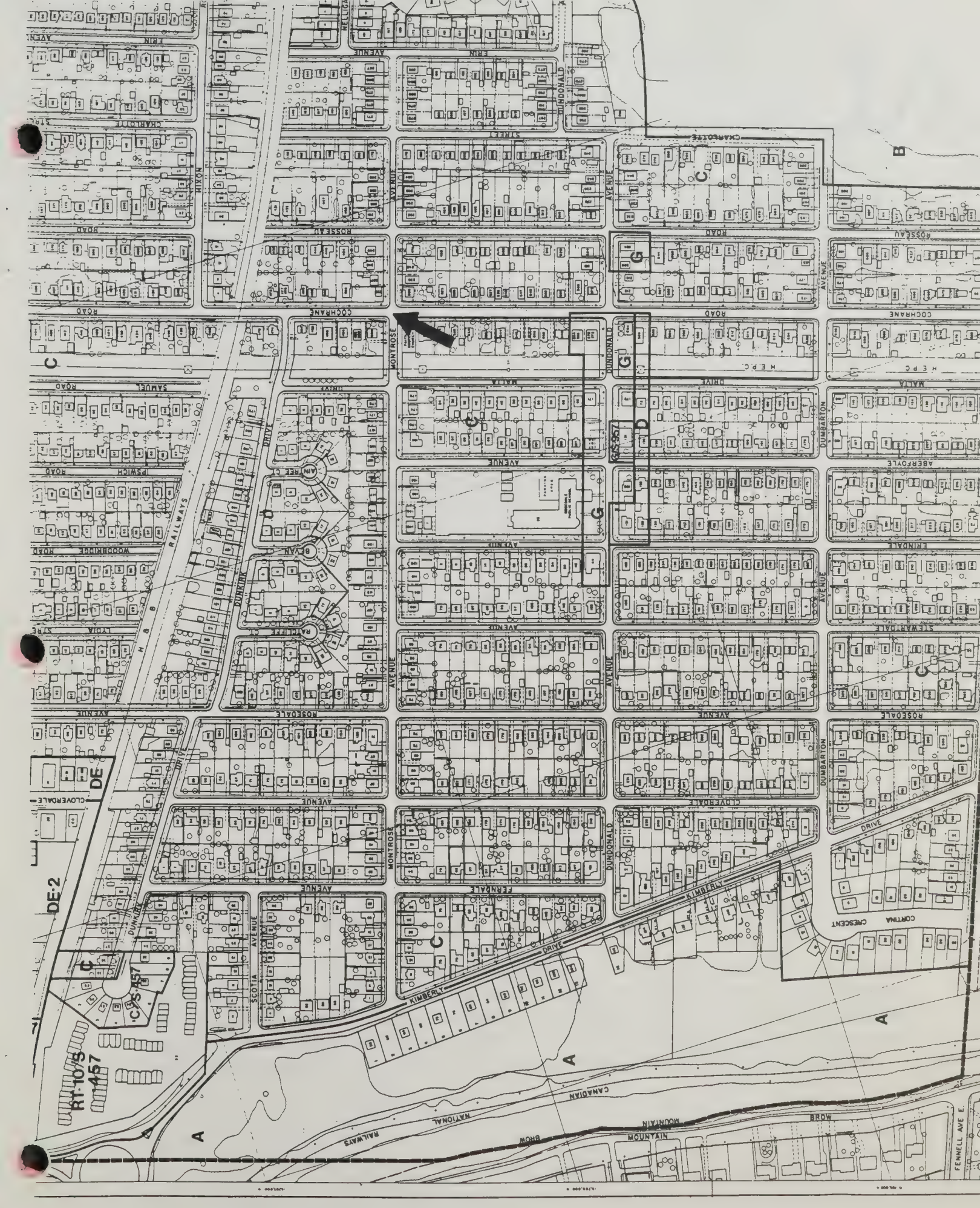
As a result, staff recently undertook studies at the intersection during the a.m. and p.m. school crossing periods in order to determine the number of children crossing Cochrane at this intersection as well as to determine the number of vehicles on Cochrane. General observations relating to safety of the children were also undertaken.

Presently, eastbound and westbound traffic on Montrose is required to stop for northbound and southbound traffic on Cochrane at this four-leg intersection.

During the a.m. period, 10 children were observed crossing Cochrane Road, all accompanied by adults, and in the p.m. period, there were 30 children in total who crossed Cochrane, of which 12 were either of middle school age or older. The remaining 18 children were accompanied by an adult.

During both survey periods, there was little or no hesitation in crossing by all pedestrians and no delay in waiting to cross. This is substantiated by the fact that there were at least five safe gaps in traffic for every 5 minute period which is the criteria used by staff in Hamilton and most municipalities in Ontario. Finally, the number of vehicles turning at this location is considered very low and had little impact on the safety of the children. Therefore, staff do not recommend the assignment of a School Crossing Guard to the intersection of Cochrane Road and Montrose Avenue at this time.

TA/MBH/klk


KIMBERLY DRIVE
MONTROSE AVENUE
DUNDONALD AVENUE
DUMBARTON DRIVE
CLOVERDALE AVENUE
ROSEDALE AVENUE
FERNDALE AVENUE
STEWARTDALE AVENUE
ABERFOYLE DRIVE
COCHRANE ROAD
MOSSLEA ROAD
HIXON ROAD
CHARLOTTE STREET
ERIN AVENUE
MELLIGAN AVENUE
MALTA DRIVE
H E P C
SAMUEL ROAD
IPSWICH ROAD
WOODBRIDGE ROAD
LYDIA STREET
DUNKIRK DRIVE
BRYAN PLACE
RATCLIFFE PLACE
ANNETT PLACE
SCOTIA AVENUE
CORTINA CRESCENT
CANADIAN NATIONAL RAILWAYS
MOUNTAIN BROW
FENNELL AVE E.
HAMILTON RAILWAYS
GAS 957
C/S 457
RT-10/S 1457
A
B
C
D
DE
DE-2
G

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23
E220-1200 L. Ryan

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Concrete Island Extension, Centennial Parkway - North of Barton Street (R-95-67)

RECOMMENDATION:

a) That the By-law to alter the north leg concrete island at the intersection of Centennial Parkway and Barton Street be passed and enacted.

b) That the Commissioner of Transportation\Environmental Services, or his agents, be authorized and directed to carry out the works once all the necessary approvals have been obtained.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

All costs associated with the extension of the raised concrete median island, the restriping of the pavement on Centennial Parkway and the advertisement of these works, will be the sole responsibility of Imperial Oil Limited which own the lands to be redeveloped at the northeast corner of Barton Street and Centennial Parkway. Securities will be retained through the site plan agreement registered on title between the City of Hamilton and the owners for these works.

Cont'd...

Concrete Island Extension,
Centennial Parkway - North of Barton Street (R-95-67)

Cont'd...

BACKGROUND:

On October 10, 1995, City Council endorsed the recommendation of the Transport & Environment Committee to advertise the proposed road alteration on Centennial Parkway. The project was advertised in The Spectator for four consecutive weeks commencing October 30, 1995, to enable the Transport & Environment Committee to hear any property owner who claimed that his/her lands would be prejudicially affected by the By-law. In addition to the newspaper advertising, the property owners on the northwest and northeast corners of Centennial Parkway and Barton Street were notified through Registered Mail of the proposed road alteration. To date, no one has applied to be heard and no objection has been received to the proposed alteration.

klr

cc: A. Zuidema, Law Department
J. Sakala, Planning and Development Department

BILL NO.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO ALTER CENTENNIAL PARKWAY BY EXTENDING THE EXISTING RAISED CONCRETE MEDIAN ISLAND ON THE NORTH LEG OF THE INTERSECTION OF BARTON STREET AND CENTENNIAL PARKWAY NORTHERLY BY APPROXIMATELY 25 METRES.

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of the Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, close or sell any highway or part of a highway;

AND WHEREAS this portion of highway known as Centennial Parkway is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 22 of the 12th Report of the Transport and Environment Committee on October 10, 1995 authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Centennial Parkway as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

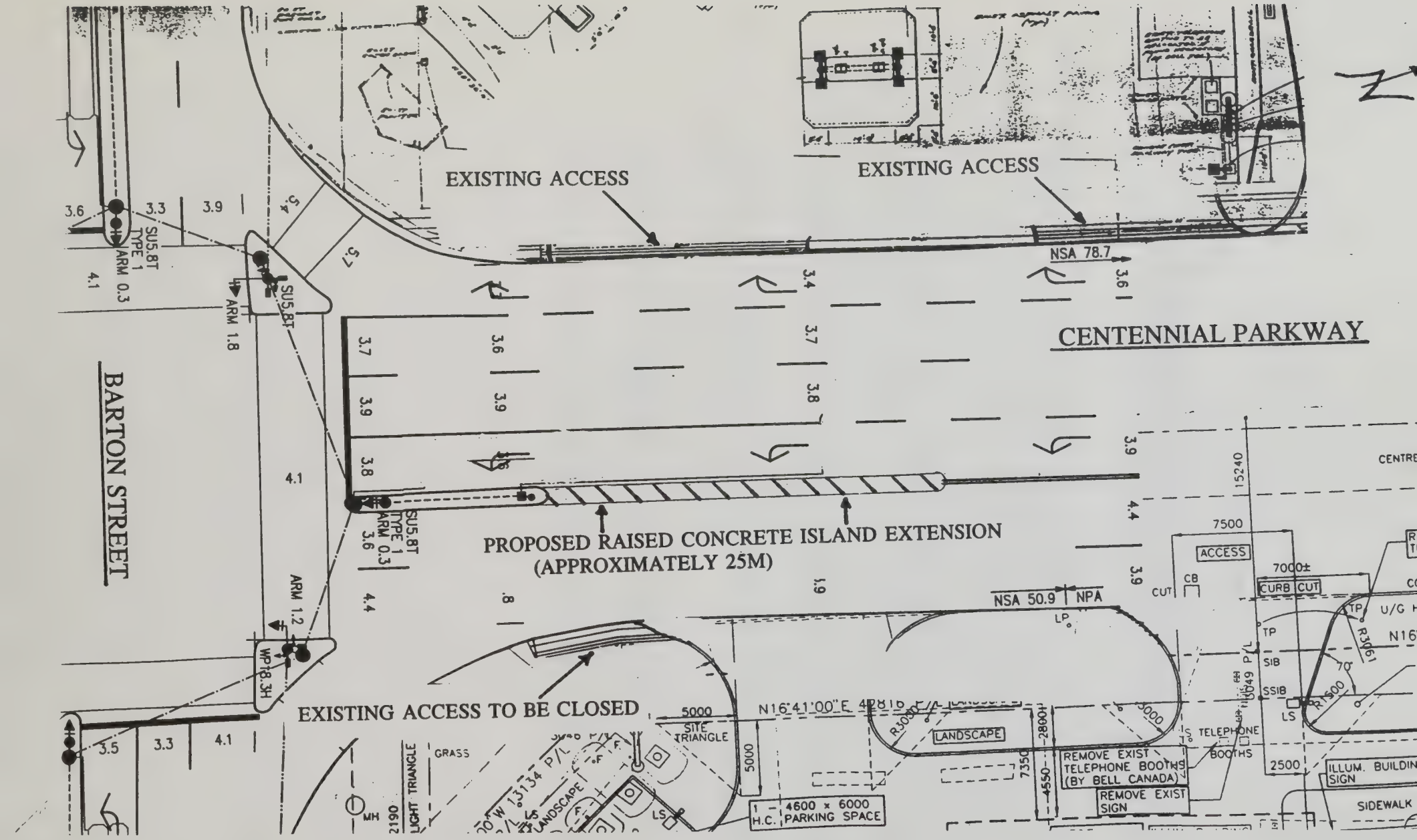
1. That the alterations be approved and carried out on Centennial Parkway to extend the island within the travelled portion of the highway on the north leg of the intersection of Barton Street and Centennial Parkway, northerly by approximately 25 metres, as illustrated in Schedule "A" attached hereto.

2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1995.

CITY CLERK MAYOR

(1994) 8 R.T.E.C.42, May 10
65-2/94.2


EXISTING ACCESS
EXISTING ACCESS
CENTENNIAL PARKWAY
BARTON STREET
PROPOSED RAISED CONCRETE ISLAND EXTENSION
(APPROXIMATELY 25M)
EXISTING ACCESS TO BE CLOSED
NSA 78.7
NSA 50.9
NPA
ACCESS
CURB CUT
7000±
7500
5000
SITE TRIANGLE
LANDSCAPE
REMOVE EXIST TELEPHONE BOOTHS (BY BELL CANADA)
REMOVE EXIST SIGN
TELEPHONE BOOTHS
4600 x 6000 PARKING SPACE
H.C.
SIDEWALK
GRASS
LIGHT TRIANGLE
SU5.8T TYPE 1 ARM 0.3
SU5.8T
ARM 1.8
ARM 1.2
WP18.3H
MH
SIB
SSIB
LS
TP
U/G
CB
CUT

3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: **Landscape Advertising**

RECOMMENDATION:

a) That the City of Hamilton enter into a five year agreement, satisfactory to the City Solicitor, with Overture Marketing Ltd., Cambridge Ontario, for the exclusive provision of landscape advertising on City lands.

b) That the City Solicitor be authorized to prepare the necessary agreements between the City of Hamilton and Overture Marketing.

c) That the Commissioner of Public Works and Traffic be directed to present each specific advertising project including location, graphics and financial details to the Transport and Environment Committee for consideration.

d) That the Regional Municipality of Hamilton-Wentworth be requested to consider initiating a landscape advertising program similar to the City of Hamilton program, to generate revenue from traffic island and roadside areas on Regional roads within the City of Hamilton to offset the financial costs of the Regions Traffic Island Beautification Program within the City of Hamilton.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the proposal to enter into an agreement with Overture Marketing to implement landscape advertising offers a revenue generating mechanism to the Municipality.

The landscape advertising will take place, recognizing that each individual project will require Committee and Council approvals, in one of two distinct formats. Those being:

- Large roadside motifs/logos located on slopes and embankments. Examples of this style are found along the Toronto lakeshore and adjacent to the Toronto Airport on the 401 highway.

- Sponsorship signage located within floral traffic islands, backlit and less than 30" in height above the pavement, promoting corporate sponsors for the various floral islands.

The objective of the City's proposal call was to solicit proposals from the private sector to explore financial no risk opportunities for the municipality under which the qualified firms would provide "turn key" services under the following guidelines:

- Preliminary investigation, including site selection, target audiences, and corporate profiles.
- Detailed analysis of current Federal, Provincial, Regional, and Municipal signage by-laws.
- Presentations, including proposals, photographs, site design and architectural renderings.
- Costing, pricing and revenue generating analysis.
- Step by step implementation of marketing plan.
- Construction management.
- Ongoing maintenance services.

There is a range of revenue generating opportunities based upon the actual number of advertising locations and market value. The proposal from Overture Marketing indicates the following revenue potential for the two advertising formats:

Traffic Island Signage

Traffic island signage would be leased out to corporations for $2000.00 to $6000.00 per year. The City of Hamilton will receive 50% of the gross revenue for each island leased. The following chart shows the estimated income based on an average yearly rental rate of $4000.00 and the City receiving 50% of the gross revenue.

Revenue Figures For Traffic Island Signage

Islands	Per Year
25	$ 50,000.
50	$100,000.

Landscape Advertising

Landscape advertising signs would be leased out to corporations on a one to three year term with lease payments being submitted monthly. These signs should lease for approximately $3000.00 per month. The City of Hamilton will receive 15% of the gross revenue paid monthly. The following chart shows the estimated income to the City based on 15% of $3000.00 per month.

City of Hamilton Revenue Figures For Landscape Advertising Signage

Signs	Per Year
1	$ 5,400.
2	$10,800.
3	$16,200.
4	$21,600.
5	$27,000.
6	$32,400.

The Law Department will be required to prepare and execute all agreements with Overture Marketing. There will, however, be no Department of Public Works and Traffic staffing required.

Where applicable, this program could feasibly generate revenue for the Region, as there are many more opportunities on Regional roads for this program to apply.

BACKGROUND:

At its meeting dated June 27, 1995 Council approved Item 34 of the Eighth Report to the Transport and Environment Committee which authorized staff to solicit proposals from the private sector for the design, marketing, installation and maintenance of landscape advertising.

The recommendation in this report is to award this contract to Overture Marketing who has demonstrated experience in this field. They are presently marketing landscape signs along the 401 at the Lester B. Pearson Airport in Toronto and have since gone global in their venture involving landscape advertising in Hawaii, South-Africa and South-Korea.

Overture Marketing representatives will attend committee to provide a brief presentation and answer any questions if required.

Landscape advertising and traffic island signage is a relatively new medium of advertising that can provide revenue to the City of Hamilton while at the same time be attractive, environmentally responsible and effective.

CFE/RG/nb

c.c. Robert M. Morrow, Mayor
c.c. Joe Pavelka, Chief Administrative Officer
c.c. P. Noé Johnson, City Solicitor
c.c. Allan C. Ross, Treasurer
c.c. Chris Firth-Eagland, Manager of Streets and Sanitation
c.c. J. Pook, Horticulturist
c.c. G. Aston, Director, Programming & Development,
Transportation/Environmental Services

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Continuous Improvement Programme**
- Sanitation Division

RECOMMENDATION:

That the following continuous improvement initiatives in the Department of Public Works and Traffic's Sanitation Division be endorsed as current budget reductions for consideration in the 1996 Current Budget Deliberations.

-	Salaries base reduction	$300,000.00
-	Operational improvements at Transfer Stations and SWARU	$140,000.00
-	Fleet management improvements	$200,000.00
-	Supervisory direct chargeback elimination	$ 50,000.00

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The continuous improvement initiatives noted in this report represent current budget reductions commencing in 1996 of $690,000.00.

The total continuous improvement initiatives for this service area delivered since the start of the programme in 1994 will be $1,290,000.00 upon approval of the initiatives contained in this report.

The cost per tonne for curbside collection for 1995 service levels in 1996 will be $32.19.

Additional continuous improvement initiatives are being evaluated and will be forwarded to the Transport and Environment Committee for consideration on an ongoing basis.

BACKGROUND:

At its meeting held on August 21, 1995 the Transport and Environment Committee approved a recommendation that the Commissioner of Public Works and Traffic report on further potential cost savings in the civic curbside collection programme achievable through continuous improvement.

To this end the Sanitation Division has prepared the following proposed current budget reduction initiatives for consideration in the 1996 current budget deliberations.

These initiatives are recommended by staff and approval of the budget reductions will not reduce service in waste management.

Salaries Base Reduction
The total salary base for the Sanitation Division exceeds staffing requirements. The amount of funding reduced at the time of conversion from three person crew format to two person crews was estimated. The 1995 full operational year has given the Department the experience of operating in the revised format and the salary base should be adjusted accordingly.

Operational Improvements at Transfer Stations and SWARU
The new Regional Solid Waste Management contracts have taken into consideration operational amendments requested by this Department to facilitate our civic operations. These improvements will allow for the reduction of our daily average of units for residential collection by one.

Fleet Management Improvements
A large component of our curbside collection programme is the operation of our fleet of Sanitation vehicles. The Manager of Fleet Services has initiated numerous innovative fleet management practices which allow for significant reduction in vehicle rental rates.

Supervisory Chargeback Elimination
Supervisors in the Department of Public Works and Traffic are charged to our various operations as a component of the overhead rate for each employee hour worked. Two supervisors in the Sanitation Division have been charged directly to the Sanitation wage accounts, unlike the balance of this Department. Amending the chargeback format to be consistent with the balance of supervisory charges distributes costs more effectively.

The Sanitation Division is committed to a fast tracking process of continuous improvement. Since the start of the programme the Division has delivered measurable results in reducing costs and improving services. Operational costs are well within the range for equivalent private sector costs.

CFE/rb

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 29

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Request for Construction of Sidewalks on Wingate Place in Wheten Court Subdivision**

RECOMMENDATION:

1. That the request of nine of the thirteen owners on Wingate Place for the construction of concrete sidewalks on Wingate Place in Wheten Court Subdivision, at an estimated cost of $19,100, be approved.

2. That the Commissioner of Transportation/Environmental Services be authorized and directed to construct these works on behalf of the City.

3. That the Finance and Administration Committee recommend a source of funding for this project.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimated cost to construct concrete sidewalks on Wingate Place is $19,100.

BACKGROUND:

The plan for Wheten Court Subdivision was registered on October 2, 1990. The City owned the lots since it was the site of the former Public Works Yard. Council authorized the sale of 24 residential building lots by tender on April 13, 1993 in adopting Item 28 of the fourth Report of Your Committee. There is no subdivision agreement since these were City-owned lands.

All subdivision agreements since November 25, 1986 contain a clause which states that where residents petition for sidewalks and the petition receives approval by the City under local improvements within five years of the date of the subdivision agreement, the Company (in this case the City) would pay all costs in full for the sidewalk.

Although there is no subdivision agreement, it would be fair and equitable to treat this request as if an agreement existed. We have received a petition signed by nine of the thirteen owners on Wingate Place (see attached). Since this represents the required 2/3 majority and majority of the assessed value of the lots under The Local Improvement Act, we recommend the construction of the sidewalks proceed. The location of the subdivision is shown on the attached plan.

RPM/rb
attachment

c.c. D. Y. Onishi, Director, Design & Construction, Roads Department
c.c. Susan Reeder, Secretary, Finance & Administration Committee
c.c. Nik Adhya, Treasury Department
c.c. M.C.J. Watson, Manager, Real Estate Division, Property Department

PETITION, REQUESTING THE INSTALLATION OF A SIDEWALK

We the undersigned, reside in Wingate Place (Court) Hamilton. Through this petition we hereby request from the City of Hamilton a sidewalk be installed in our court. At present in the absence of a sidewalk, our children are forced to walk on the street and this is dangerous. For the safety of our children, we trust you will consider our request.

SIGNATURES	ADDRESS
_____ / _____	22 Wingate Pl.
_____	23 WINGATE PLACE
Bertino Reis / _____	26 Wingate Pl.
Maria B. Reis _____	26 Wingate Pl.
Weston Chapko / _____	19 Wingate Pl
_____	7 Wingate Pl.
_____ / _____	15 Wingate Pl.
_____	3 Wingate
_____	18 WINGATE Pl.
_____ / _____	17 WINGATE Pl.
_____ / _____	_____
_____ / _____	_____
_____ / _____	_____
_____ / _____	_____
_____ / _____	_____

KEY PLAN

NTS

BALFOUR

APPROVED PLAN

November 16, 1995.

To: The Committee of Transport and Environment
of the City of Hamilton, Ontario.

Dear Sir,

This is in reference to a petition taken up by Mr. C. Delsardo, Wingate Place, Hamilton, Ontario who is applying to have sidewalks put in at Wingate Place.

Wingate Place is a Court having 12 homes and 1 vacant lot. The 12 homes are presently occupied by new owners. We have 12 driveways which are double in width and useful to us, as we can park four cars when needed. The situation being a court we are not able to park many cars on the street.

We the undersigned, wish to inquire what the benefits of sidewalks would be to the home owners of Wingate Place, and perhaps the money spent could be used for other projects.

We the undersigned therefore are opposing the sidewalks at we hope the Committee will support us at this time. Mr. Delsardo and some petitioners are having a problem with the roadway at the end of the Court which is circular at the point where the sidewalks are being put in. Other home owners of Wingate Place do not feel that installing sidewalks on our part of the Court will rectify his problem and believe Mr. Delsardo should complain to the right department.

We understand that some home owners were told the petition was being taken to correct the roadway problem and then changed to sidewalks.

We the undersigned have asked Mrs. L. Warren to be Spokes Person at the Committee Hearing, as we the undersigned of No Sidewalks cannot attend due to our working hours.

Sincerely,

The Opposers of No Sidewalks
Wingate Place, Hamilton, Ontario.
Per: Mrs. L. Warren

Petition Enclosed

Names opposed to Side Walks

		Phone
Mrs. Lucarsen	11 Wingate Pl.	388982
Mr. Lep. Wagren	11 Wingate Pl.	388987
Allan R. Long	10 WINGATE PL	389-7856
Kimberly Long	10 WINGATE PL	389 7856
Luana LoBardo	6 Wingate PL	318-6596
Sam LoSardo	6 WINGATE PL.	318-6596
Francesco Di Maglia	2 WINGATE PL	385-6784
Maria Di Maglia	2 WINGATE PL	3856784

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 28

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Garbage Collection in the Alleyways Serving King Street from James Street to Wellington Street**

RECOMMENDATION:

a) That the Commissioner of Public Works and Traffic be directed to provide a second scheduled pick up of garbage on Fridays for the alleyways which serve King Street between James Street and Wellington Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective the move to a second collection day for these alleyways will result in operational improvements that provide for a more effective management of waste and litter in the downtown core at no additional cost.

A six week second collection trial period has just been completed, and civic staff, the International Village and Downtown Promenade BIA's all noted dramatic improvements in the condition of the alleyways.

Prior practice has staff involved with the following waste management efforts in these alleyways.

- once weekly curbside collection
- provision of garbage bins including yearly washing and painting
- weekly collection by open truck to remove loose debris

- delivery of by-law notices and letters respecting compliance issues
- by-law enforcement
- site meetings with property owners and tenants
- daily litter pick up on adjacent streets

The proposed second collection will greatly reduce the ongoing costs for repetitive clean up and enforcement efforts while improving service and creating a more positive civic image in the downtown core.

No other BIA's have requested, through staff, to have a second collection as proposed for the downtown core. While the waste management issues and cost benefits make the second collection in the downtown core a "win-win" at no additional cost, should this program be expanded to include all BIA's then there would be an increase in operating costs of approximately $56,000 per year.

BACKGROUND:

As part of the Sanitation Division's continuous improvement program, staff are recommending a resolution to the long standing waste management issues in the King Street alleyways through the provision of a second weekly pick up.

It is recommended that this additional collection be provided on Fridays based upon the positive results of the six week trial period.

The alleyways in question have a history of being very difficult to manage from a garbage collection perspective. Civic employees provide once weekly pick up and manual cleaning of loose debris in between collections. The existing condition has been difficult for property owners, tenants and civic staff.

Over the years we have invested considerable time and effort in meetings, letters and by-law enforcement in an effort to resolve the issue. The second collection is seen as the most cost effective method of cleaning the alleyways to reduce health and safety issues and improve our responsiveness to the needs of the downtown core.

CFE/rb
attachments

c.c. Alderman V. Agro, Alderman, Ward 2
c.c. Alderman Wm. McCulloch, Alderman, Ward 2
c.c. A. Marshall, General Foreman, Sanitation Division

Hamilton's
INTERNATIONAL
Village
Business Improvement Area

King St. E.
between
Wellington
& Mary

Box 91220 Effort Sq. P.O.
Hamilton, Ontario L8N 4G4

November 13th, 1995

Mr. C. Firth-Eagland
Manager, Streets & Sanitation
Department of Public Works & Traffic
City of Hamilton
71 Main Street West
HAMILTON, Ontario
L8N 3T4

Dear Chris:

This will confirm our telelphone conversation of the other day.

At the November 7th, 1995 Board of Management Meeting for International Village, it was brought to the Board's attention that the six week trial for the second garbage pick up on the north alleyway expired on Friday, November 10th, 1995. After surveying the business owners who make use of this alleyway, and to get feedback on the effectiveness of the second pick up ....

It is the opinion of the Board as well as the merchants and/or property owners that this second pick up be continued through until year end. There has been a marked improvement on the conditions confronting us in operating this back alleyway and the fact that the garbage is picked up twice a week as made a tremendous difference.

If we can be of any assistance to you in helping convince the necessary committee and/or Council member that this is in the long run a saving rather than an expense, please do not hesitate to give us a call. Again, Chris thanks to you and your great staff for taking this step on our behalf.

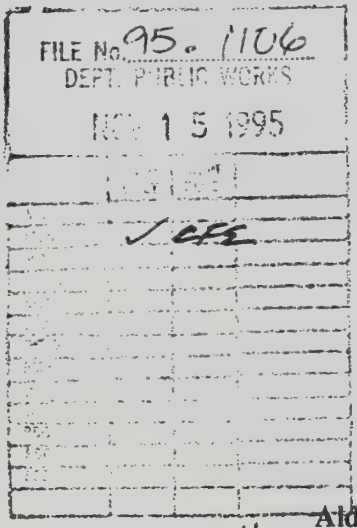
Sincerely,

INTERNATIONAL VILLAGE BIA

Mary Poclus

Mary M. Poclus
Executive Director
cc: Doug Lobo, Director
Alderman Bill McCulloch, Ward 2
Alderman Vince Agro, Ward 2

Downtown Hamilton Business Improvement Area (B.I.A.)
Box 91045 Effort Square P.O., Hamilton, Ontario L8N 4G3, Tel. and Facs. (905) 523-1646



November 6, 1995

Al Marshall, *Streets and Sanitation*
Public Works Department
City of Hamilton
71 Main Street West
Hamilton, Ontario L8N 3T4

Facs. # 546-2443

cc. Mayor Robert Morrow
Alderman Vince Agro
Alderman William McCulloch
Cc A. Marshall
Hazel Milsome, *Parks Development*

Mr. Marshall,

In September 1995, *Streets and Sanitation* received approval from City Council instituting an extra garbage pick-up in the Downtown core. A trial program, it was to last six weeks and was to be coupled with stricter by-law enforcement in the target area.

The trial program has worked. As a result of the effort put in by you and your team, alley-ways in the B.I.A. are cleaner and problems associated with once-a-week garbage removal lessened to the benefit of all businesses in the core. If possible, any extension of the trial program will be viewed favourably by our members.

Your department has always been willing to consult and co-operate with Downtown businesses on matters of mutual interest. We look forward to the results of continuing that process.

Again, thank you for your efforts to improve Downtown Hamilton.

Yours truly,

Reg Titian, Chairman

CITY OF HAMILTON

- RECOMMENDATION -

2(e)

DATE: 1995 November 28
File No.: TEC-293-95/Author: Marty Hazell

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Proposed Staffing Changes in Public Works and Traffic Department

RECOMMENDATION:

a) That, effective 1996 January 01, the staff complement of the Public Works and Traffic Department be adjusted as follows:

DELETE	
Parking Control Supervisor	1.0 FTE
Parking Violation Clerk I	1.0 FTE
Parking Control Officer	1.0 FTE
Administrative Assistant II	1.0 FTE
ADD	
Traffic Legislative Specialist	1.0 FTE
Clerk/Dispatcher	1.0 FTE

b) That the responsibility, accountability, equipment, vehicle and budget allocation for Noise Control (and related enforcement activities) be transferred to the Community Traffic Services Division effective 1996 January 01.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Approval of these recommendations will result in savings to the Corporation in the order of $124,500 annually, which will be applied towards the 1996 Current budget target of the Public Works and Traffic Department. This includes:

a) The net reduction of two F.T.E.'s from the current staff complement; more efficient allocation of staff resulting in better customer service and savings in the order of $112,500 annually; and

b) The merging of Noise Control with the Parking Control Section of Community Traffic Services which will result in savings of $12,000 annually, with further cost savings and efficiencies anticipated through more effective utilization of staff and equipment.

BACKGROUND:

On 1995 May 30, City Council approved the amalgamation of the Public Works and Traffic Departments, with an initial cost savings of $110,000 annually due to the elimination of the Director of Traffic Services position. Staff were directed to report back in one year "with the results of a review of additional restructuring and potential savings and efficiencies to the Corporation which may result".

While a full year has not yet passed, it is necessary to report on some issues at this time in order to maximize savings to the Corporation and to apply these savings towards the 1996 Current Budget target for the Department.

A) Due to two early retirements, the administrative/supervisory areas of the Parking Control section have been reviewed, and it has been concluded that the position of Parking Violations Clerk I and one Parking Control Supervisor can be eliminated without affecting the public service.

B) While the non-union supervisory staff of the Traffic Legislative Section has been downsized in recent years, the public and most Council Members want accelerated rather than slower responses to their requests for parking and traffic regulations, stop signs, driveway approaches, etc. In order to assist with the workload and maintain an acceptable level of service it would be appropriate to delete one Parking Control Officer position and replace it with a Traffic Legislative Specialist. There will be no adverse effects on Parking Control revenues.

C) There is a serious shortage of "front-line" staff in Public Works to deal with telephone and counter inquiries, dispatching and clerical support, particularly during snow conditions when telephone inquiries/requests escalate. With the elimination of the Director of Traffic Services position and the subsequent shifting of responsibilities to the Commissioner and Traffic Managers, the Administrative Assistant II (formerly reporting to the Director of Traffic Services) is now redundant. Therefore, this position should be replaced with a lower level "front-line" position for improved customer service.

D) The City Council, on 1992 February 11, approved a transfer of the function of Noise By-law enforcement from the Region to the City, and placed this responsibility in the Streets and Sanitation Division. With the merging of Public Works and Traffic, this activity has been reviewed with the conclusion that placing it in the Parking Control Section of Community Traffic Services would be a more "natural fit" because of the similarities in the operations.

Merging Noise Control (and related enforcement activities such as barking dogs, snow clearing, etc.) with Parking Control would provide opportunities for more effective management and service improvements since Parking Control has the necessary support staff and operating procedures already in place to accommodate this similar function. Combined enforcement functions offer a greater scope for effective utilization of staff and equipment as well as organizational flexibility which should result in improved efficiency, effectiveness and cost savings in the future.

There would be an immediate savings of $12,000 annually by eliminating the Noise Control budget allocation for temporary stenographic services.

cc Mr. J. Johnston
Commissioner of Human Resources

4.

CITY OF HAMILTON

-RECOMMENDATION-

DATE: November 24, 1995
E308-02F-2 V. Terluk

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Decontamination of PCBs by PPM Canada Inc for International Iron and Metal Company, Ontario**

RECOMMENDATION:

(a) That the West Central Branch of the Ministry of the Environment and Energy be advised that the City of Hamilton has no objection to PPM Canada Inc. carrying out the proposed PCB destruction for International Iron and Metal Company at 1640 Brampton Street, Hamilton, Ontario;

(b) That the thirty (30) day notification period that is normally required after a Certificate of Approval is issued by the Ministry of the Environment and Energy be waived so that the proposed work can be carried out as scheduled;

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

**Decontamination of PCBs by PPM Canada Inc for
International Iron and Metal Company, Hamilton, Ontario**

BACKGROUND:

The West Central Office of the Ministry of the Environment and Energy (MOEE) has received an application from PPM Canada Inc. for a Certificate of Approval to operate a Class 2 Mobile PCB Destruction Facility at 1640 Brampton Street, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

International Iron and Metal Company has hired PPM Canada to carry out on-site PCB decontamination of 3000 litres of PCB contaminated mineral oil. The PCB material is stored in ten drums at 1640 Brampton Street in Hamilton. The facility is located in an industrial zone which is well removed from any residential dwellings.

The PCB destruction technology and procedures to be used by PPM Canada at the Hamilton Hydro-Electric site have been fully approved by the MOEE (Approval No. A840288, March 7, 1994). In total 3000 litres of mineral oil, with an average PCB concentration of 98 parts per million (ppm) will be decontaminated to less than 50 ppm. According to MOEE regulations, material which contains a contamination level greater than 50 ppm of PCBs is classified as a PCB waste.

Upon completion of the decontamination process, the 3000 litres of mineral oil and any residual byproducts will be delivered to a MOEE licensed facility namely Safety-Kleen, in Breslau, Ontario. Under normal conditions PPM operates a closed system and no PCB contaminated solids are produced. If any solid waste is generated it will be placed in a drum, and placed into International Iron and Metal Company's PCB storage site.

No specific regional permits are required for the work proposed by PPM Canada Inc. as the work will be carried out entirely on International Iron and Metal Company's property.

Under MOEE regulation 362, governing PCBs, the Ministry is required to notify the municipality of the proposed work once the Certificate of Approval has been issued to PPM Canada Inc., a minimum of 30 days prior to the date for which operations at the site have been authorized to commence. The City may waive this 30 day notification period if it considers the letter requesting the confirmation of compliance with municipal requirements to be sufficient notice of the proposed work.

According to PPM's proposal the work to be carried has been tentatively scheduled for one week commencing November 30, 1995, however the work will not commence until MOEE approval has been received. PPM will give the City of Hamilton 24 hour notification prior to the confirmed commencement date of work.

CONSENT AGENDA

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 December 4
9:30 o'clock a.m.
Room 233, City Hall

A G E N D A

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1995 November 20

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

PUBLIC WORKS DIVISION

(i) Construction of a Concrete Alley First South of Hunter Street From Bay Street to Approximately 83.5m Westerly (East-West Portion Only)

(ii) Rental of Labour and Equipment for Snow Removal - 1995/96 - 1996/97

TRAFFIC SERVICES DIVISION

Parking Regulations

(iii) Brantdale Avenue between Cloverhill Road and Glenwood Crescent

(iv) Burton Street

(v) Pottruff Road South between Gardenia Court and Robroy Avenue

(vi) Moxley Drive

(vii) Norway Avenue between Maplewood Avenue and Afton Avenue

(viii) Hunter Street East between James Street South and John Street South

(ix) Northgate Drive

(x) No. 499 Mary Street
Request for a Reserved "Permit Parking" Space for a Disabled Resident

Intersection Control

(xi) Intersections of Shynal Avenue and
Morley Street and Tate Avenue and Morley Street

Other Item

(xii) Canadian Corps of Commissionaires Annual Billing Rates for 1996

C. **CHIEF ADMINISTRATIVE OFFICER**

Erection of Grey Cup '96 Signs on the Provincial Highway System

D. **CITY ENGINEER**
(COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES)

(i) Encroachment Agreements

(ii) To incorporate certain City Land into Appleblossom Drive by By-Law

(iii) 1995 Servicing Expenditures Related to Subdivisions
- Eleanor Heights, Phase 1

(iv) Advertent Encroachment - 154 Burlington Street East

E. **DIRECTOR OF PROPERTY**

Offer to Purchase/Authority to Enter
Part of 26 Ewen Road, Hamilton
City of Hamilton sale to The Region of Hamilton-Wentworth

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

1996 Transport and Environment Committee Meeting Schedule

2(A)

Monday, 1995 November 20
9:30 o'clock a.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were

Present:	Alderman H. Merling, Chairman Alderman V. J. Agro, Vice-Chairman Alderman M. Kiss Alderman B. Morelli Alderman G. Copps Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business Alderman C. Collins, Illness
Also present:	Alderman B. Charters Ms. B. Price, Hamilton Safety Council Ms. G. Christmas, Board of Education for the City of Hamilton Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Commissioner of Public Works and Traffic Mr. C. Firth-Eagland, Public Works and Traffic Department Mr. R. Meiers, Public Works and Traffic Department Mr. M. Hazell, Public Works and Traffic Department Mr. H. Solomon, Public Works and Traffic Department Mr. G. Aston, Roads Department Mr. K. C. Christenson, Secretary

1. **CHIEF ADMINISTRATIVE OFFICER**

Regional Transportation Review

The Committee was in receipt of a report dated 1995 November 13 from the Chief Administrative Officer respecting the subject matter.

Mr. Pavelka reviewed the recommendations, financial/staffing/legal implications and background of the report and discussion ensued on the effect of the implementation of the Regional Transportation Review report.

The Committee further discussed the make-up of the "Advisory Committee" as recommended in Section "C" of the report and agreed that staff be directed to notify the members of the Transport and Environment Committee and the rest of City Council of the Advisory Committee's meeting schedule.

Subsequently, the Committee approved the following recommendation:

(a) That the City receive the Regional Transportation Review (May 1995) for information; and,

(b) That the City indicate to the Region that it is not prepared to endorse the Regional Transportation Review at this time, and that prior to the City taking a position the Region is requested to provide a more detailed assessment of the major financial and other impacts on the City; and,

(c) That an Advisory Committee on Transportation Issues be formed under the Chairmanship of the Chief Administrative Officer to report to the appropriate Standing Committees:

(i) with representation from the Planning Department, the Public Works and Traffic Department, the Hamilton Parking Authority and other departments as required; and,

(ii) with a mandate to review, co-ordinate and report on issues relating to transportation, including input to the review of the City of Hamilton Official Plan; and,

(d) That the Advisory Committee be directed to mitigate conflicts between the Regional Transportation Review (as based in Vision 2020 and the Regional Official Plan) and other objectives of City and Regional Council such as the following:

(i) the proposal to divert traffic away from the downtown core which conflicts with business development in the downtown; and,

(ii) the proposals to widen sidewalks for pedestrians and to provide exclusive transit lanes which may require the removal of parking meters with the attendant affects on businesses and on City revenues; and,

(iii) the proposal to provide exclusive transit lanes which could create traffic congestion and divert traffic to neighbourhood streets, negatively affecting the neighbourhoods and potentially requiring traffic calming; and,

(iv) the proposed revised McMaster University entrance which will revise traffic flows through the local neighbourhoods; and,

(e) That the City support the direction of the Regional Transportation Review toward a more equitable sharing of Hamilton Street Railway costs within the Region, and that pending implementation of a revised cost-sharing arrangement, provision be made for input from the City on transit service level options on a basis consistent with the process available to the other area municipalities.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1995 November 6
were adopted as circulated to the Members.

B. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

i. Parking Regulations

(a) Fullerton Avenue, north of Barton Street East

The Committee was in receipt of a report dated 1995 October 24 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Fullerton Avenue, which commences at a point 122 feet north of Barton Street East and extends to a point 54 feet northerly therefrom, be replaced with a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation and that the City Traffic By-law No. 89-72 be amended accordingly.

(b) **Leadale Place between Stacey Avenue and the southerly end**

The Committee was in receipt of a report dated 1995 October 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on both sides of Leadale Place between Stacey Avenue and the southerly end and that the City Traffic By-law No. 89-72 be amended accordingly.

(c) **No. 23 Mill Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 October 27 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Mill Street commencing at a point 121 feet west of the east end of Mill Street and extending to a point 15 feet westerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Lyle Crawford, No. 23 Mill Street.

(d) **No. 14 Case Street**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 November 3 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Case Street commencing at a point 165 feet east of Sherman Avenue North and extending to a point 23 feet easterly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Mathew Chechalk, No. 14 Case Street.

(e) **No. 292 Grosvenor Avenue North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 November 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Grosvenor Avenue North commencing at a point 270 feet south of Barton Street East and extending to a point 24 feet southerly therefrom, and on the west side of Grosvenor Avenue North commencing at a point 283 feet south of Barton Street East and extending to a point 16 feet southerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Lottie McLoughlin, No. 292 Grosvenor Avenue North.

(f) **Arkell Street between Paisley Avenue South and Bond Street South**

The Committee was in receipt of a report dated 1995 November 8 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Arkell Street between Paisley Avenue South and Bond Street South and that the City Traffic By-law No. 89-72 be amended accordingly.

(g) **No. 380 MacNab Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 November 9 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of MacNab Street North commencing at a point 70 feet north of Ferrie Street West and extending to a point 20 feet northerly therefrom, and that the City Traffic By-law No. 89-72 be amended accordingly; and,

(b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Ms. Evelyn Clarke, No. 380 MacNab Street North.

(h) **No. 11 Margate Avenue**

The Committee was in receipt of a report dated 1995 November 15 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north side of Margate Avenue commencing 167 feet east of Princeton Drive and extending to a point 34 feet easterly therefrom and that the City Traffic By-law No. 89-72 be amended accordingly.

(ii) **Intersection Control**

Intersection of Annapolis Way and Beaverton Drive

The Committee was in receipt of a report dated 1995 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Annapolis Way be required to stop for eastbound and westbound traffic on Beaverton Drive and that the City Traffic By-law No. 89-72 be amended accordingly.

(iii) **School Crossing Guard**

Stinson Street and Wentworth Street South

The Committee was in receipt of a report dated 1995 October 31 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing hours of the School Crossing Guard at the intersection of Stinson Street and Wentworth Street South be extended to include the lunch time school crossing periods for the balance of 1995 and up until the approval of the 1996 Departmental Budget; and,

(b) That consideration be given in the 1996 current budget deliberations for an expansion package of $2,500. plus administrative costs for the extended hours for the school crossing guard at this location, on a permanent basis.

(iv) **Other Item**

Data Transfer Contract with the Ministry of Transportation to Obtain Vehicle Registration Information

The Committee was in receipt of a report dated 1995 November 14 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

That City Council direct and authorize the Manager of Community Traffic Services to enter into an agreement with the Ministry of Transportation, on behalf of the Corporation, to obtain Vehicle Registration Information for the purpose of towing illegally parked vehicles.

C. CITY ENGINEER
(Commissioner of Transportation and Environmental Services)

1995 Servicing Expenditures Related to Subdivisions

The Committee was in receipt of a report dated 1995 November 15 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works, be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"SAN LORENZO HEIGHTS - PHASE 1", Hamilton
City's Share - $ 53,319. Subdivider's Share - $ 159,274.; and,

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City and the Owner of "San Lorenzo Heights - Phase 1" subdivision; and,

(c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered; and,

(d) That in the event the subdivider wishes to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing; and,

(e) That the City's share of services in "San Lorenzo Heights - Phase 1", Hamilton ($ 53,319.) be approved and that the Finance and Administration Committee recommend the source of funding.

D. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Items

The Committee was in receipt of a report dated 1995 November 20 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined information reports that were previously distributed to the Transport and Environment Committee, be received.

Date	From	Subject	Date Distributed
1995 October 5	Ontario Ministry of of Environment and Energy	Go Transit Class Environmental Assessment - Notice of Acceptance of the Environmental Assessment	1995 October 24
1995 September	Ontario Good Roads Association	Municipalities will receive deferred allocations in 1996 Roads Program	1995 October 23
1995 Nov. 6	Hamilton Region Conservation Authority	Tree Cutting By-laws	1995 November 14
1995 Nov. 14	Ontario Good Roads Association	Ontario Government Moves to Restructure Municipal Roads Funding	1995 November 14
1995 Nov. 7	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 September 30 Traffic Division	1995 November 14
1995 Nov. 7	Commissioner of Public Works and Traffic	Departmental Quarterly Report as at 1995 September 30 Streets and Fleet Services Divisions	1995 November 14

3. COMMISSIONER OF PUBLIC WORKS AND TRAFFIC

(a) PUBLIC WORKS DIVISION

Traffic Sign Replacement

The Committee was in receipt of a report dated 1995 October 2 from the Commissioner of Public Works and Traffic respecting the subject matter.

The Committee approved the following recommendation:

(a) That the City of Hamilton undertake to replace all traffic signs with high-intensity reflectorization as required by the Ontario Manual of Uniform Traffic Control Devices; and,

(b) That funds in the amount of $60,000. be funded from surpluses achieved through the Roads Capital Programme to permit the immediate commencement of the project; and,

(c) That a project to complete the installation be considered for inclusion in the 1996 - 2000 Capital Budget.

(b) TRAFFIC DIVISION

Intersection of Haddon Avenue South and Stroud Road

The Committee was in receipt of a report dated 1995 October 27 from the Commissioner of Public Works and Traffic.

Following discussion, the Committee approved that this issue be tabled to the next meeting of the Transport and Environment Committee in order that further review can be undertaken.

4. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

Kevin C. Christenson
Secretary

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

1995 November 20th

/mjw

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works & Traffic

SUBJECT: **Construction of a Concrete Alley First South of Hunter Street From Bay Street to Approximately 83.5m Westerly (East-West Portion Only)**

RECOMMENDATION:

1. That the construction of a concrete alley first south of Hunter Street from Bay Street to approximately 83.5m westerly, proceed as a local improvement pursuant to Section 12 of The Local Improvement Act at an estimated gross cost of $48,000 with a City's Share of $35,060.49 and an Owner's Share of $12,939.51 provided the owners of 136 Bay Street South and 121 Hunter Street West commute a portion of the Owner's Share for 130 and 132 Bold Street apportioned on a frontage basis as follows: 136 Bay Street South - $776.33 and 121 Hunter Street West - $806.48, and the remaining portion of the Owner's Share ($375.29) be added to the Owner's Share for 120 Bay Street South (City-owned) all as provided in the 1995 portion of the 1995-2004 Capital Budget; and

2. That the Finance and Administration Committee be requested to recommend a source of funding for this Capital Project; and

3. That the Commissioner of Transportation/Environmental Services be authorized to construct these works on behalf of the City once all the necessary approvals have been received; and

4. That the Commissioner of Public Works and Traffic be authorized and directed to prepare the necessary By-law in a form satisfactory to the City Solicitor; and

5. That the City Clerk and City Treasurer be directed to give the necessary notice of City Council's intention to undertake these works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Owner's Share for 130 and 132 Bold Street which is $1,093.54 and $864.56 respectively and totals $1,958.10 is proposed to be rated proportionately by frontage to the owners of 120 Bay Street South (City $375.29), 136 Bay Street South ($776.33) and 121 Hunter Street West ($806.48). Provision has been made for these works in the 1995-2004 Capital Budget. The estimated cost per metre for a concrete alley is $107.00 per metre. If approved, the project will reduce the balances available in the City's share to $496,080.21 and the Owner's Share to $422,249.80.

BACKGROUND:

Alderman McCulloch has received inquiries regarding the paving of the public unassumed alley which is the first south of Hunter Street running from Bay Street to approximately 83.5m westerly (see attached plan). There are five owners abutting this alley. In order for the owners to petition successfully under Section 11 of The Act, four of the five owners would be required to sign the petition. Since there is a significant grade difference between the alley and the properties at 130 and 132 Bold, it is unlikely that they would sign the petition. Alternatively, if the City initiates the work under Section 12, the owners would not be able to petition against the work.

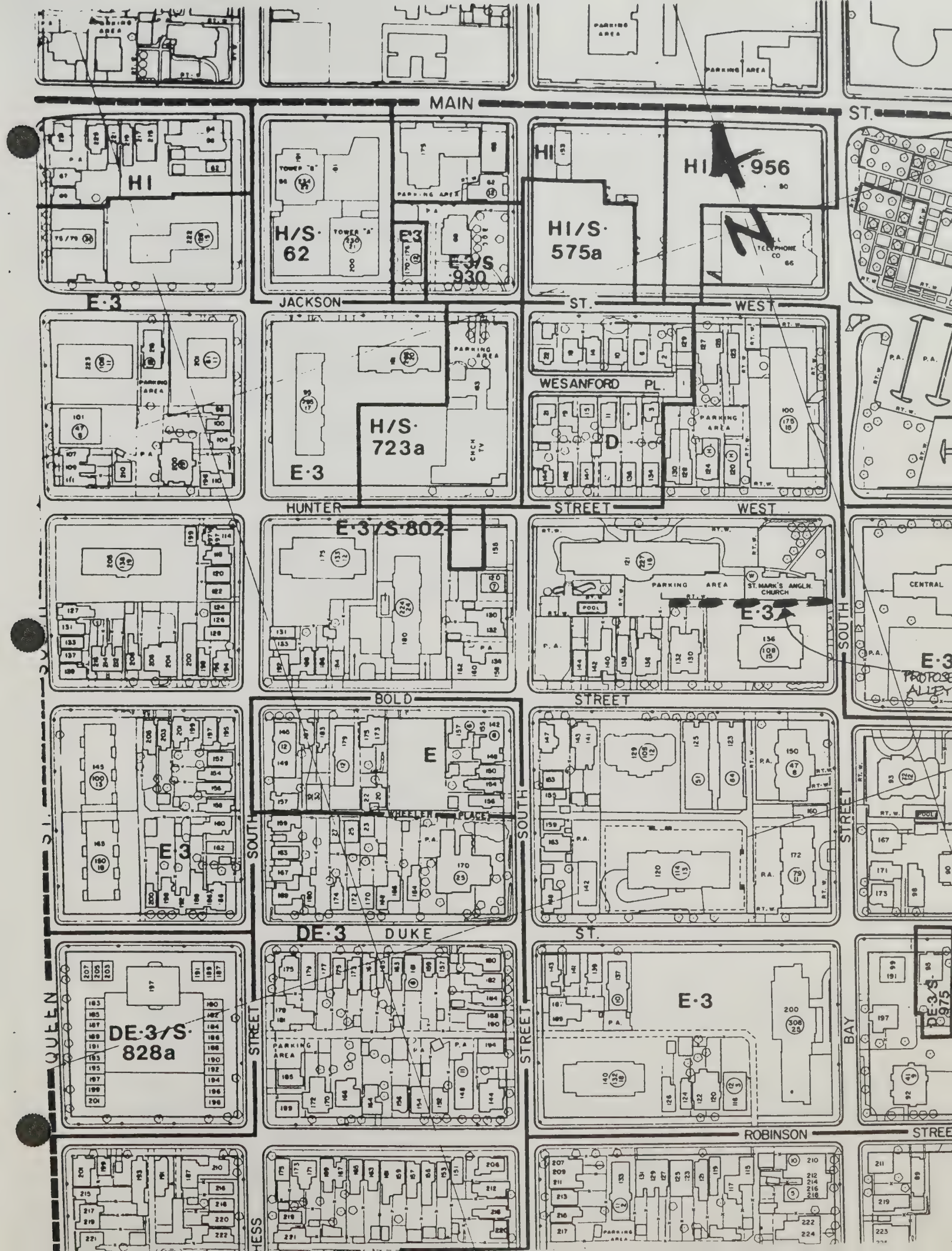
In this case it would be fair and equitable for the City (as owners of 120 Bay Street South) and the owners of 136 Bay Street South and 121 Hunter Street West to commute the Owner's Share for 130 and 132 Bold Street and share these costs proportionately based on their frontage on the alley.

The City Solicitor advises that these costs should be paid up front prior to the work proceeding since there is no legal requirement for them to pay these additional costs.

The owners of 136 Bay Street South and 121 Hunter Street West have indicated they would be willing to assume their respective portions of the cost for 130 and 132 Bold Street.

RPM/rb
attachment

c.c. J. J. Schatz, City Clerk
c.c. P. Noé Johnson, City Solicitor
Attn: D. Powers
c.c. S. Reeder, Secretary, Finance and Administration Committee
c.c. A. Ross, City Treasurer, Attn: N. Adhya
c.c. A. Ross, City Treasurer, Attn: D. Winthrow
c.c. J. Bruzzese, Acting Commissioner of Finance
c.c. D. Y. Onishi, Director, Design and Construction, Roads Department
c.c. M. C. J. Watson, Manager, Real Estate Division, Property Department


MAIN
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HI 956
JACKSON
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WESANFORD PL.
D
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E·3/S·802
PARKING AREA
ST. MARK'S ANGLN. CHURCH
E·3
POOL
SOUTH
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WHEELER PLACE
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ROBINSON

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CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 21

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Commissioner, Department of Public Works & Traffic

SUBJECT: Rental of Labour and Equipment for
Snow Removal - 1995/96 - 1996/97

RECOMMENDATION:

1. That purchase orders be issued to April 30, 1997, for the rental of labour and equipment for snow removal, in accordance with the specifications issued by the Manager of Purchasing and Vendor's tenders, as attached, and that this expenditure be financed through the Hired Equipment Clearing Account No. CH56602 60999.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

At its meeting held on August 30, 1994, City Council approved the issuance of purchase orders for the rental of labour and equipment for snow removal. That list of equipment supplied was incomplete and those added through this recommendation completes the roster of hired equipment required for Hamilton's snow removal operations.

The pieces of equipment added to the roster are 4x4 trucks with blades. These units are being added to facilitate snow clearing in courts in a fashion that is more timely and less expensive than the methods used prior to the 1994/95 winter season.

BACKGROUND:

The City of Hamilton employs a fleet of contractor owned and operated equipment in order to undertake the snow removal operations on City and Regional roads. There are many types of equipment required to complete the snow removal.

These types of equipment include graders, graders with wing plows, 4-wheel drive trucks with plows, bobcats, backhoes, articulating loaders, tractor mounted blowers, tandem and tri-axel dump trucks.

The 4x4 trucks added through this report are viewed as a quick and effective format for clearing snow in courts.

Prior to the winter of 1994/95, snow clearing in courts took place following all other route clearing. The format used included front end loaders piling up the snow following which it would be loaded in tandem trucks and hauled away.

Using the smaller 4x4's the courts are cleared quickly, in conjunction with snow clearing on residential streets, with snow being pushed curbside as on all other Hamilton roads.

CFE/rb
Attach.

c.c. C. Firth-Eagland, Manager of Streets & Sanitation
c.c. C. Gibbs, Superintendent of Streets & Sanitation
c.c. C. Rendell, Purchasing

4 x 4's

Name	Address	# of Vehicles	Type	Rates 95-96	Rates 96-97
Grecos	643-0151	3	Chev. - 8' Blade Ford - 8' Blade	$49.00	$51.00
Green Mountain	34 Arbutus Stoney Creek 560-4002	1	Chev. - 8' Blade	$49.00	$50.00
E. Woytkiw	2227 Rymal E. Stoney Creek 575-4100/578-9917	10	Dodge - 8' Blade Ford - 8' Blade Chev - 8' Blade	$49.00	$51.00
J.D.R. Tools	495 Arvin Stoney Creek 662-7064/662-5366	1	Ford - 8' 6" Blade	$49.00	$51.00
Mountainview	908 Ridge E. Stoney Creek 643-3612/643-1154	1	Ford - 8' Blade	$49.00	$51.00
Workman	849 Butter W. Ancaster 648-5521	1	Ford - 8' Blade	$49.00	$51.00
Battlefield	367 Hemlock Stoney Creek 662-3360/662-8015	1	Ford - 8' Blade	$49.00	$51.00

2BXiii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 15
File No. TEC-290-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Brantdale Avenue between Cloverhill Road and Glenwood Crescent - Parking Regulations

RECOMMENDATION:

That a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of Brantdale Avenue between Cloverhill Road and Glenwood Crescent and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

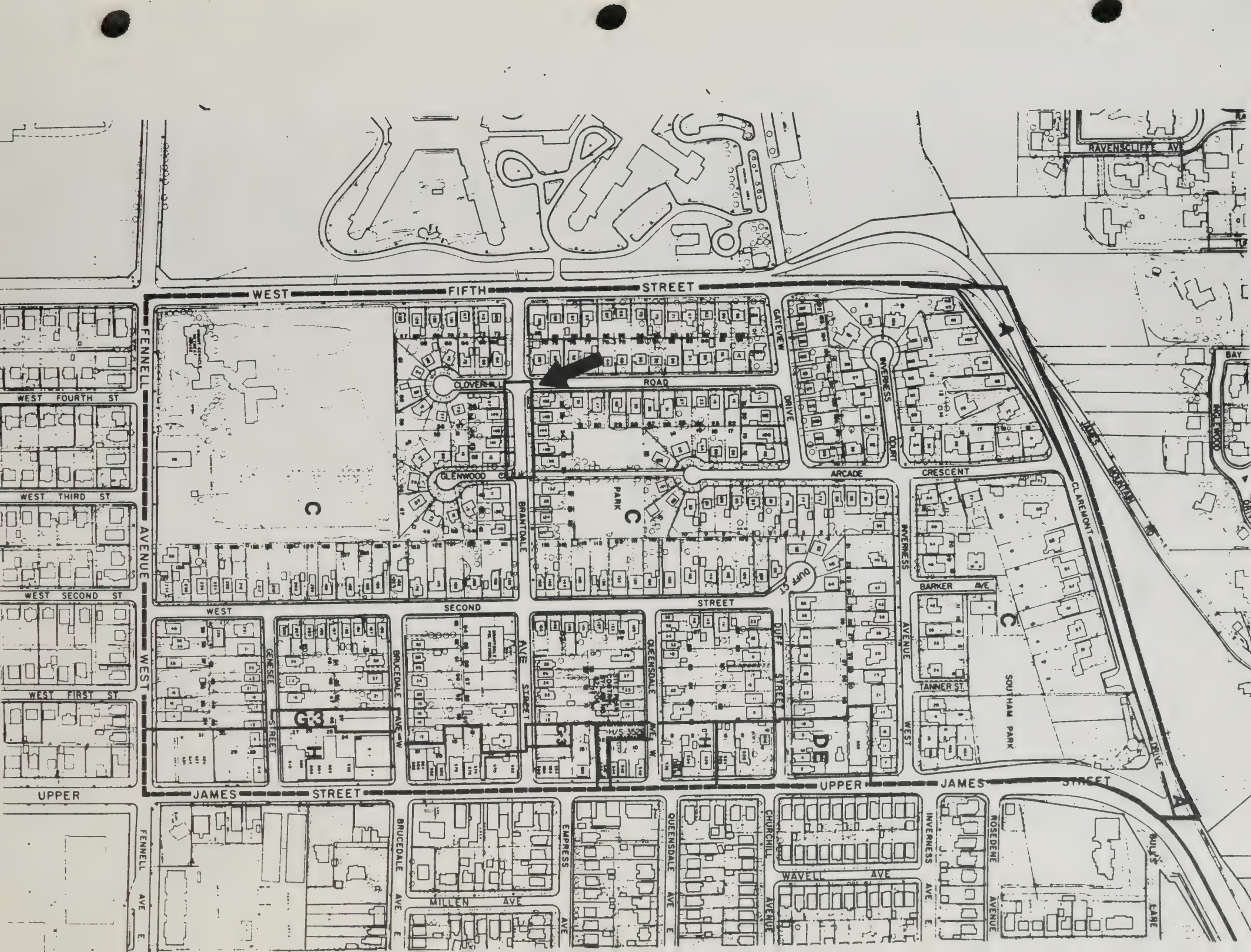
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $24. annual charge for each parking permit will off-set the cost to some degree.

BACKGROUND:

Staff has received a petition signed by representatives of eight of the eleven residential properties abutting Brantdale between Cloverhill and Glenwood, requesting that a "One Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the north side of the street in this block. All eight of the residents who signed the petition are in favour of the requested regulation.

Brantdale has a 31 foot pavement width, and presently, parking is prohibited on the south side and there is unrestricted parking on the north side of the street in this block. The resident who circulated the petition has expressed concern regarding long-term non-resident parking by students of Mohawk College. The implementation of the requested regulation would prohibit long-term non-resident parking and area residents would be entitled to purchase permits at a cost of $24. (plus G.S.T.) per permit each year to exempt their vehicle(s) from the signed time limit regulation. Therefore, since 73 percent of the abutting residents are in favour of the requested regulation, staff concurs with the request.

cd SH/CVB/MBH/kg


WEST FIFTH STREET
FENNELL AVENUE
WEST FOURTH ST
WEST THIRD ST
WEST SECOND ST
WEST FIRST ST
UPPER JAMES STREET
GLOVER HILL ROAD
GLENWOOD CRESCENT
BRANTDALE PARK
GATEVIEW DRIVE
INVERNESS COURT
ARCADE
INVERNESS AVENUE
DUFF STREET
CLAREMONT DRIVE
BARKER AVE
TANNER ST
SOUTHAM PARK
WEST SECOND STREET
GENESEE STREET
BRUCEDALE AVE W
QUEENSDALE AVE W
MILLEN AVE
EMPRESS AVE
CHURCHILL AVENUE
WAVELL AVE
INVERNESS AVE E
ROSEDENE AVENUE
RAVENSCLIFFE AVE
BAY
C
C3
H
H/S 352
DE

2(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 15
File No. TEC-291-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Burton Street - Parking Regulations

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north side of Burton Street commencing at Cheever Street and extending to a point 114 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

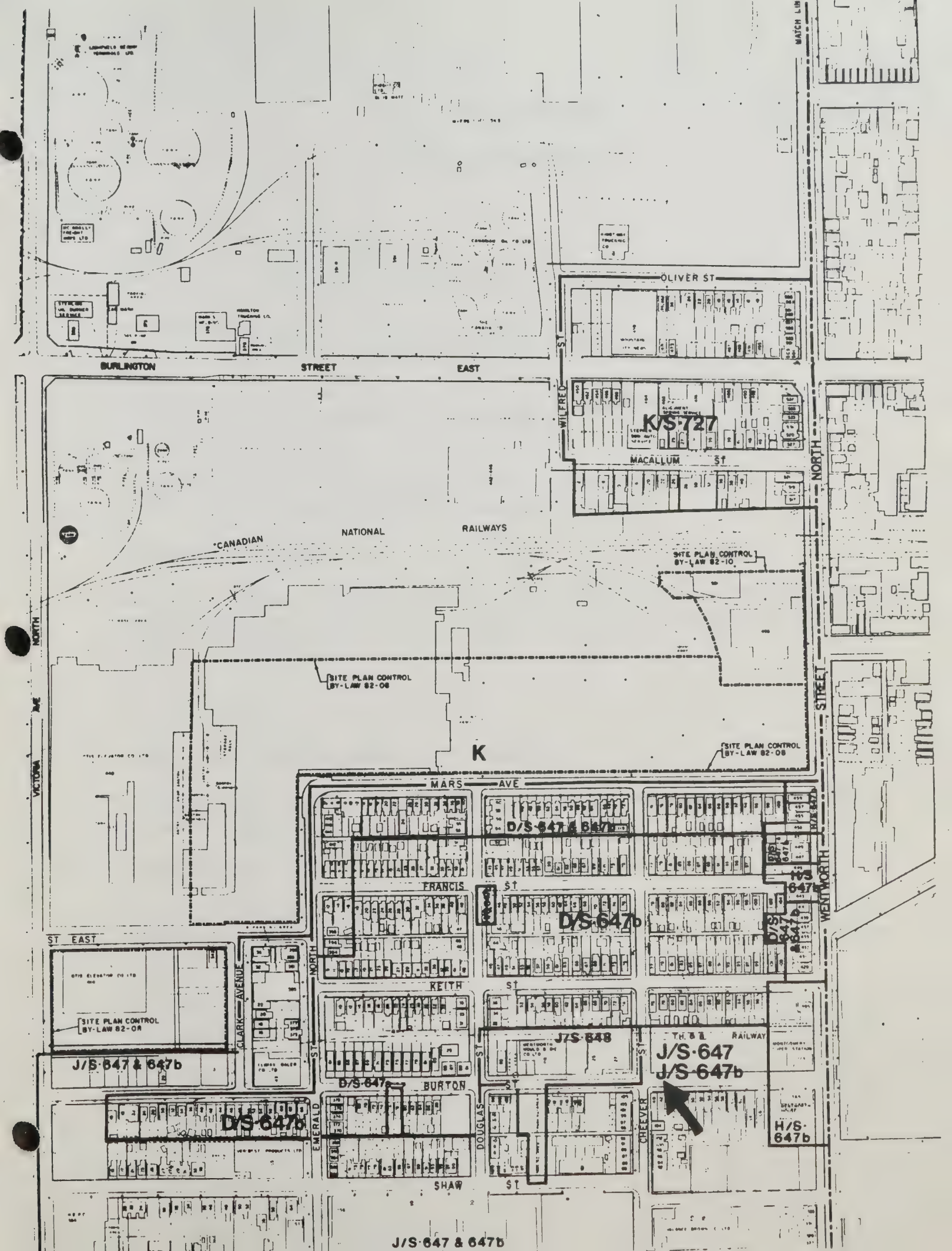
BACKGROUND:

Staff has received a request from Mr. Tony Rizzuto, owner of Blue Line Garage, 165 Burton Street, that a "No Parking" regulation be implemented on the north side of Burton, in front of his business to facilitate driveway movements, and to provide a loading zone.

Burton has a 30 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side and a "Permit Parking" regulation on the south side of the street in this area. Staff has confirmed that parked vehicles in this area do obstruct driveway movements at Mr. Rizzuto's business to some degree.

The implementation of the requested regulation will result in the loss of two legal on-street parking spaces but would allow loading and unloading to occur in front of his business, and would also facilitate turning movements at the intersection of Cheever and Burton. Since parking is permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents and concurs with this request.

SH/CVB/MBH/kg


BURLINGTON STREET EAST
OLIVER ST
WILFRED ST
K/S-727
MACALLUM ST
NORTH
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
K
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
WENTWORTH STREET
ST EAST
CLARK AVENUE
KEITH ST
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
J/S-648
TH & B RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
EMERALD
DOUGLAS
CREVER
H/S-647b
SHAW ST
J/S-647 & 647b

2(B)(V)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 20
File No. TEC-294-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Pottruff Road South between Gardenia Court and Robroy Avenue - Parking Regulations.

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the west side of Pottruff Road South commencing at Gardenia Court and extending to a point 156 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Chad Collins has advised of a request from Mr. F. Costantini, 126 Pottruff Road South, that parking be prohibited on the west side of Pottruff Road South from Gardenia Court to Robroy Avenue.

Pottruff has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The intersection of Pottruff and Robroy is a "T" type intersection controlled by an all-way stop and stopping within the intersection is prohibited under a general provision in the City Traffic By-law. The implementation of the proposed regulation would result in a loss of only one legal on-street parking space but would improve visibility for residents exiting their driveways and would also serve as a corner clearance at the intersection of Pottruff and Gardenia.

Staff recently contacted the three residents whose properties abut the area of the proposed regulation and all three residents have advised that they support the proposed regulation. Therefore, since parking is permitted on both sides of the street for the remainder of the block and since virtually all residents in this area have available off-street parking, staff does not anticipate any parking difficulties for area residents and concurs with the request.

SH/CVB/MBH/kg


B1
E-2/S-7
E2
CHERRY ROAD
SOUTH ROAD
HEATHER ROAD
CARENE AVENUE
BURBANK COURT
BRYANT COURT
DRIVE
CRESCENT
GARVEY
POTTRUFF
ROBROY
SOUTH
AVENUE
ORKNEY DRIVE
GARDENIA COURT
NARDI COURT
NEWARK AVENUE
ORPHIR
GAILMONT
KNOWLES ST
SOUTH AVENUE
REID AVENUE
BELAND COURT
Red Hill Creek
KING STREET EAST
HIXON ROAD
ALBION ROAD
HH
E
C

Z(B)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 20
File No. TEC-295-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Moxley Drive - Parking Regulations.

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the west side of Moxley Drive commencing at Carson Drive and extending to a point 48 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

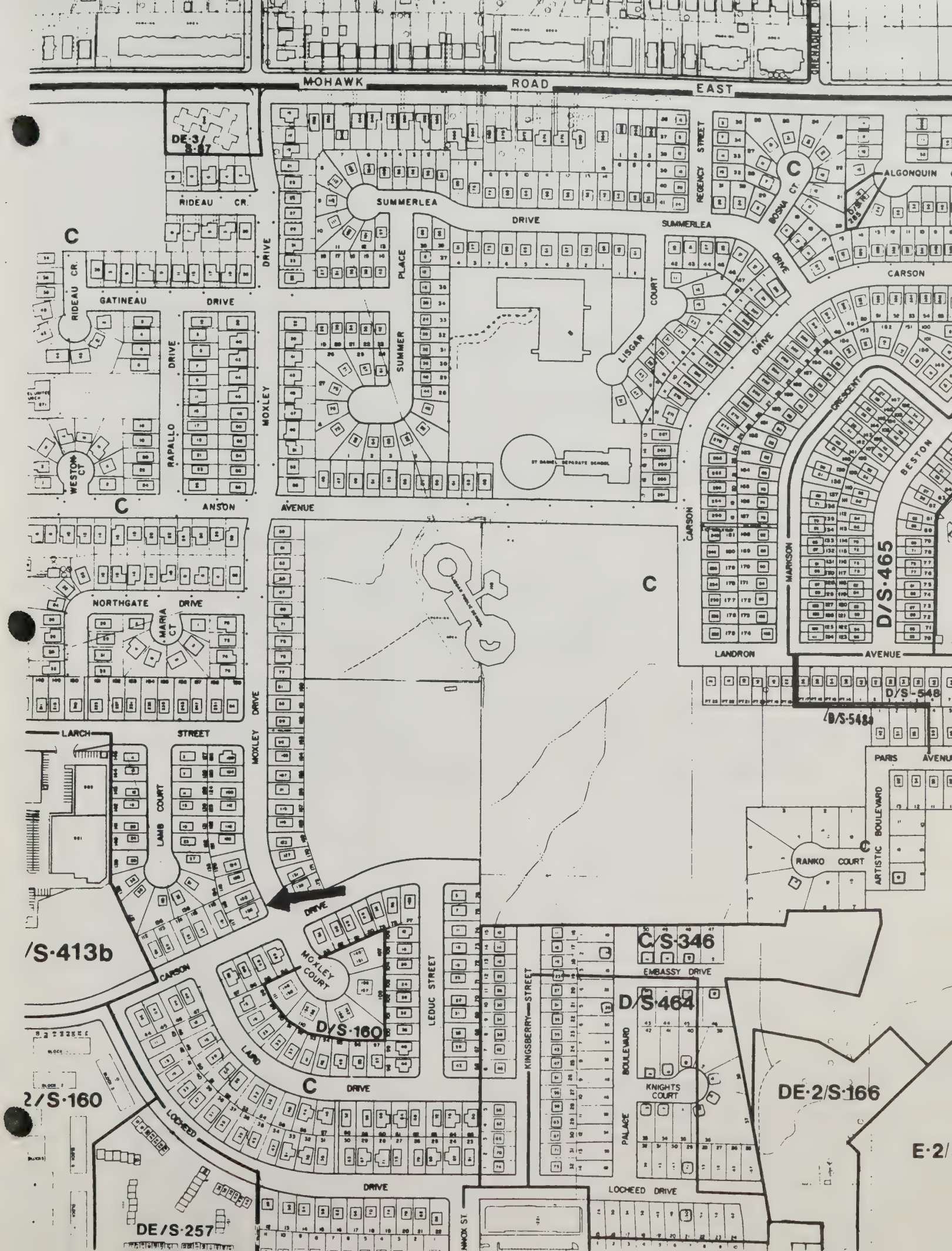
BACKGROUND:

Alderman Tom Jackson has advised of a request from Ms. Donna Lark, 18 Carson Drive, that parking be removed from the west side of Moxley, north of Carson, to improve visibility at the intersection.

Moxley has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block. Staff has confirmed that parked vehicles on the west side of the street in this area do obstruct visibility at the intersection to some degree. Staff recently contacted Mr. Corneau, 136 Moxley Drive, whose property abuts the requested regulation and he advised that he supports the request.

The implementation of the proposed regulation would result in the loss of one on-street parking space. However, since parking is permitted on both sides of the street for the remainder of the block, and since all residents on this street have available off-street parking, staff does not anticipate any parking difficulties for area residents. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


MOHAWK ROAD EAST
DE-3/S-87
RIDEAU CR.
SUMMERLEA DRIVE
REGENCY STREET
ALGONQUIN
BOSMA CT.
CARSON
GATINEAU DRIVE
RIDEAU CR.
SUMMER PLACE
LISGAR COURT
MOXLEY DRIVE
RAPALLO AVENUE
WESTOM CT.
ANSON
ST. DANIEL DESPARATE SCHOOL
CRESCENT
BESTON
MARKSON
D/S-465
LANDRON AVENUE
D/S-548
D/S-548A
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
PARIS AVENUE
ARTISTIC BOULEVARD
RANKO COURT
/S-413b
CARSON
MOXLEY COURT
D/S-160
LEDUC STREET
C/S-346
EMBASSY DRIVE
KINGSBERRY STREET
D/S-464
BOULEVARD
KNIGHTS COURT
PALACE
2/S-160
LOCKHEED DRIVE
DE-2/S-166
E-2/
DE/S-257
ANNOX ST

2(B)(vii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 22
File No. TEC-297-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Norway Avenue between Maplewood Avenue and Afton Avenue - Parking Regulations.

RECOMMENDATION:

a) That the existing "Alternate Side Parking" regulation on Norway Avenue between Maplewood Avenue and Afton Avenue be replaced with a "No Parking" regulation on the east side and a "Permit Parking" regulation on the west side and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue two parking permits to Nos. 14 and 38 Norway Avenue and one parking permit per residence to Nos. 18, 24, 26, 28, 32, 36, 42, 46 and 50 Norway Avenue and any additional permits (to a maximum of 18) on a first come first served basis.

D. Lobo.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $432. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

BACKGROUND:

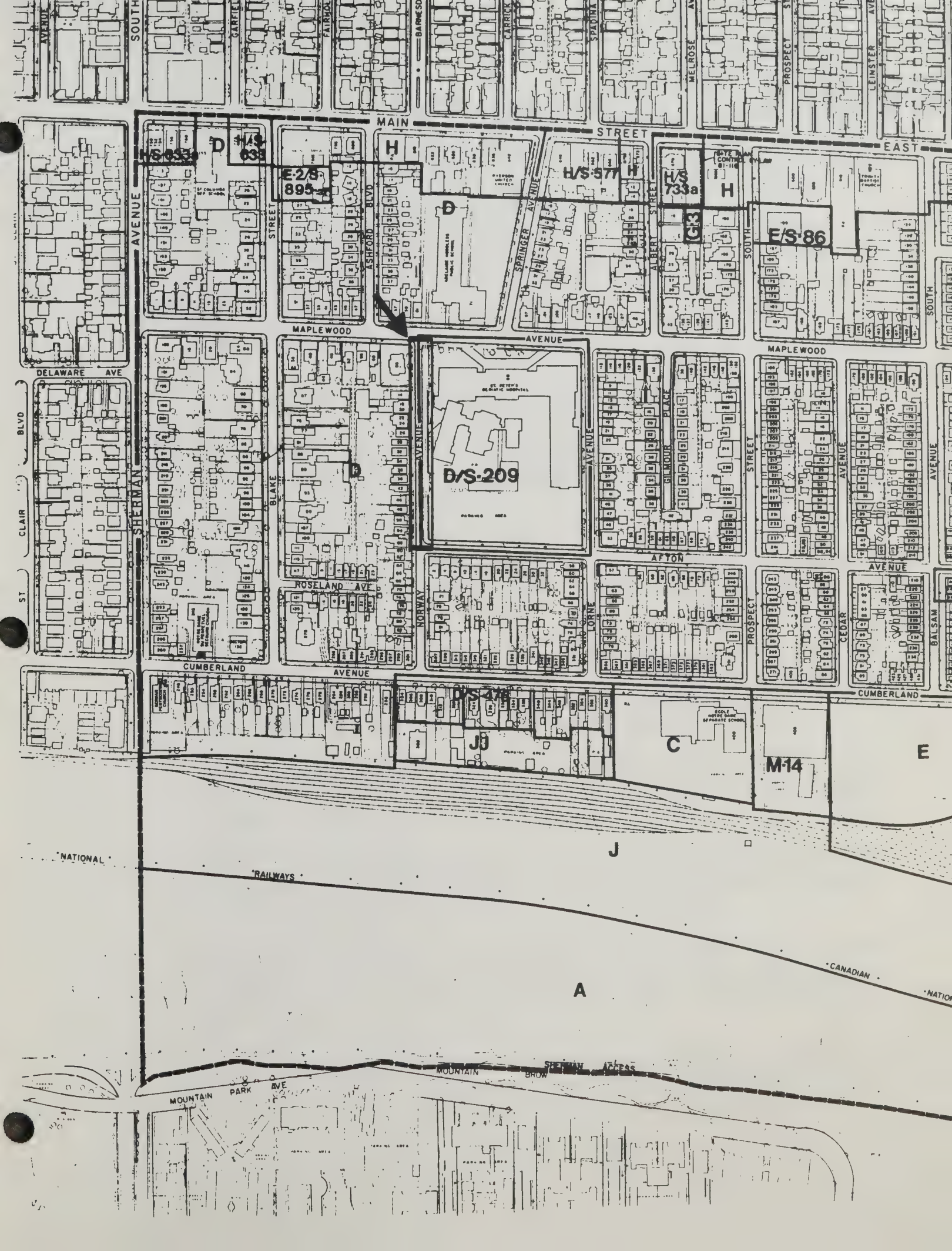
Staff has received a petition signed by representatives of 15 of the 18 one, two and three family dwellings abutting Norway Avenue between Maplewood Avenue and Afton Avenue, requesting that the existing "Alternate Side Parking" regulation be replaced with a "No

Parking" regulation on the east side and a "Permit Parking" regulation on the west side of the street in this block. All of the petitioners are in favour of the requested regulation. Staff has contacted the owner of No. 34 Norway Avenue, Mr. D. Uzoni, who advised that he is also in favour of the requested regulation.

Norway has a 28 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this block. The resident who circulated the petition expressed concern regarding long-term non-resident parking by staff and visitors of St. Peter's Geriatric Hospital, 88 Maplewood Avenue, as well as residents from neighbouring streets. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $24. per permit each year to exempt their vehicles(s) from the signed "Permit Parking" regulation.

An investigation has revealed that there are 18 legal on-street parking spaces on the west side of the street in this block. Residents have indicated that a total of 13 permits would be required. There would be five parking permits remaining which would be available for the residents of No. 20 and 22 Norway Avenue whom staff was unable to contact. Therefore, since 89 percent of the abutting residents support the request for a "Permit Parking" regulation, and since the demand for permits does not exceed the number of on-street parking spaces, staff concurs with the request.

SH/CVB/MBH/kg


MAIN STREET EAST
MAPLEWOOD AVENUE
DELAWARE AVE
SHERMAN AVENUE
CLAIR BLVD
ST
ROSELAND AVE
CUMBERLAND AVENUE
AFTON PLACE
GILMOUR STREET
NORWAY AVENUE
LORNE AVENUE
PROSPECT AVENUE
CEDAR AVENUE
BALSAM AVENUE
SPRINGER AVENUE
ALBERT STREET
ASHFORD BLVD
BLAKE STREET
H/S-633a
H/S 633
E-2/S-895
H/S-577
H/S 733a
E/S-86
D/S-209
D/S-476
J3
C
M-14
E
J
A
NATIONAL RAILWAYS
CANADIAN
MOUNTAIN PARK AVE
MOUNTAIN BROW
SHERMAN ACCESS

2(BXviii

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 27
File No. TEC-302-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Hunter Street East between James Street South and John Street South - Parking Regulations

RECOMMENDATION:

a) That the duration of the existing parking meters on the north side of Hunter Street East between James Street South and John Street South be revised from one hour to fifteen minutes; and

b) That the existing "Permit Parking" regulation on the north side of Hunter Street East which commences 78 feet east of James Street South and extends 46 feet easterly therefrom be revised, such that the regulation commences 101 feet east of James Street South and extends to a point 31 feet easterly therefrom; and

c) That a "No Stopping" regulation be implemented on the north side of Hunter Street East, commencing 53 feet east of Hughson Street South and extending to a point 50 feet west of Hughson Street South; and

d) That a "No Stopping" regulation be implemented on the south side of Hunter Street East commencing at a point 276 feet east of James Street South and extending to a point 143 feet easterly therefrom; and

e) That a "Commercial Vehicle Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 208 feet east of James Street South and extending to a point 68 feet easterly therefrom; and

f) That a "Taxi Stand, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 132 feet east of James Street South and extending to a point 75 feet easterly therefrom; and

g) That a "Wheelchair Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 261 feet west of John Street South and extending to a point 20 feet westerly therefrom; and

h) That a "No Parking - Loading Zone, 24 Hours a Day, 7 Days a Week" regulation be implemented on the south side of Hunter Street East commencing at a point 65 feet west of John Street South and extending to a point 196 feet westerly therefrom; and

i) That the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

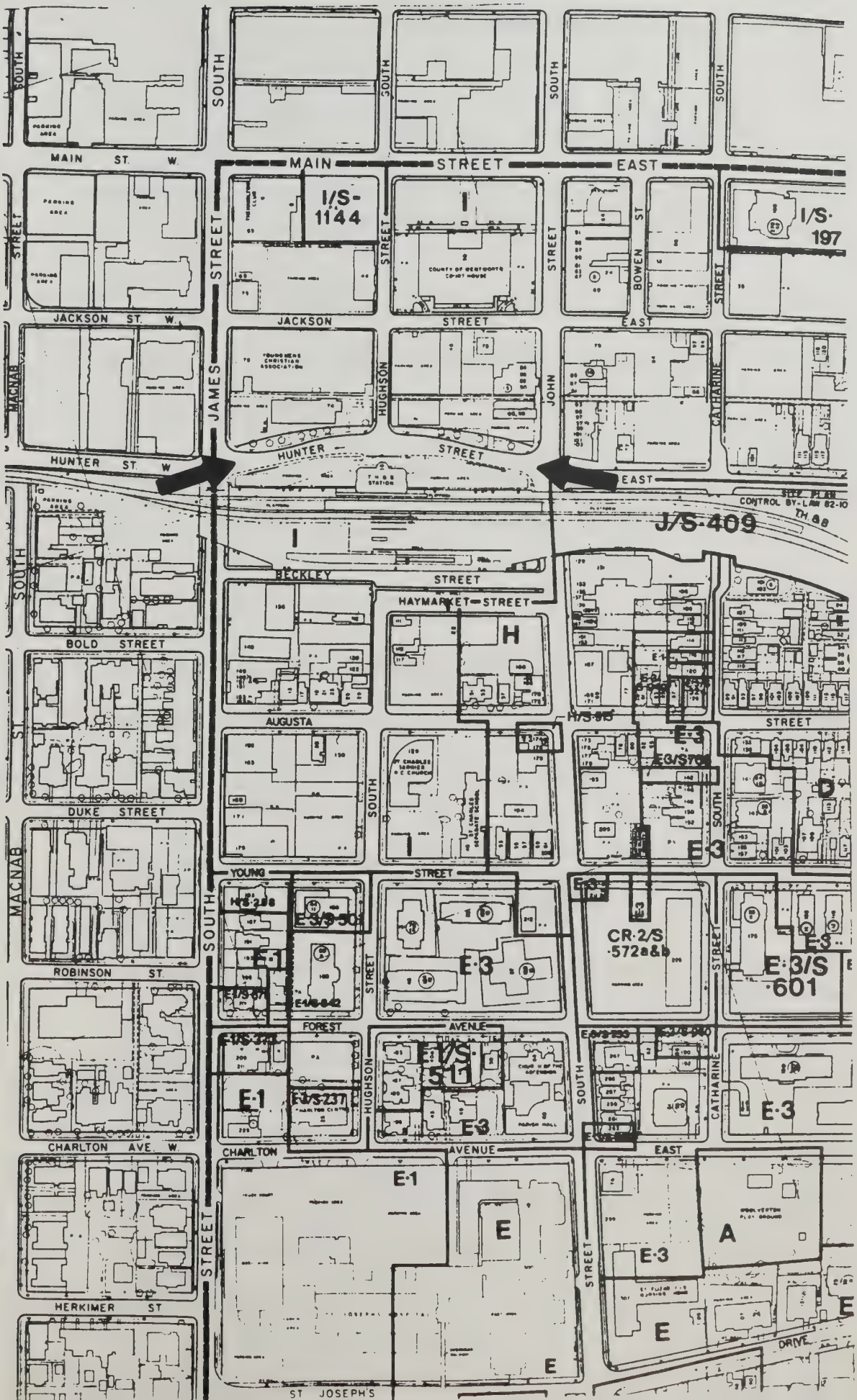
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Hunter Street East between James Street South and John Street South was recently reconstructed in conjunction with the construction of the GO Station. Prior to this reconstruction, stopping was prohibited on the south side of the street at all times and there was one hour metered parking on the north side in this two block section of street.

The reconstruction of Hunter included the construction of lay-bys on the south side which will be signed with a taxi stand, commercial vehicle loading zone, wheelchair loading zone and a regular loading zone. The duration of the existing one hour parking meters on the north side of the street will be reduced to 15 minutes to create a parking turnover for persons attending the GO Station for pickups and dropoffs, while longer term parking should take place in off-street parking areas.

CVB/MBH/klk


MAIN ST. W.
MAIN STREET EAST
I/S-1144
I/S-197
JACKSON ST. W.
JACKSON STREET
BOWEN ST
EAST
HUNTER ST. W
HUNTER STREET
EAST
J/S-409
BECKLEY STREET
HAYMARKET STREET
BOLD STREET
AUGUSTA
DUKE STREET
ROBINSON ST.
YOUNG STREET
FOREST AVENUE
CHARLTON AVE. W.
CHARLTON AVENUE
EAST
HERKIMER ST
ST JOSEPH'S DRIVE
JAMES STREET SOUTH
MACNAB
HUGHSON STREET SOUTH
JOHN STREET SOUTH
CATHARINE STREET SOUTH
CR-2/S-572a&b
E-3/S-601
E-3/S-50
E-1
E-3
I/S-51
A
E
H
D

CITY OF HAMILTON

- RECOMMENDATION -

2(B)(ix

DATE: 1995 November 28
File No. TEC-304-95 / Author: C. van Berkel

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: 32 Northgate Drive - Driveway Clearance

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Northgate Drive commencing at the southerly end and extending to a point 45 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

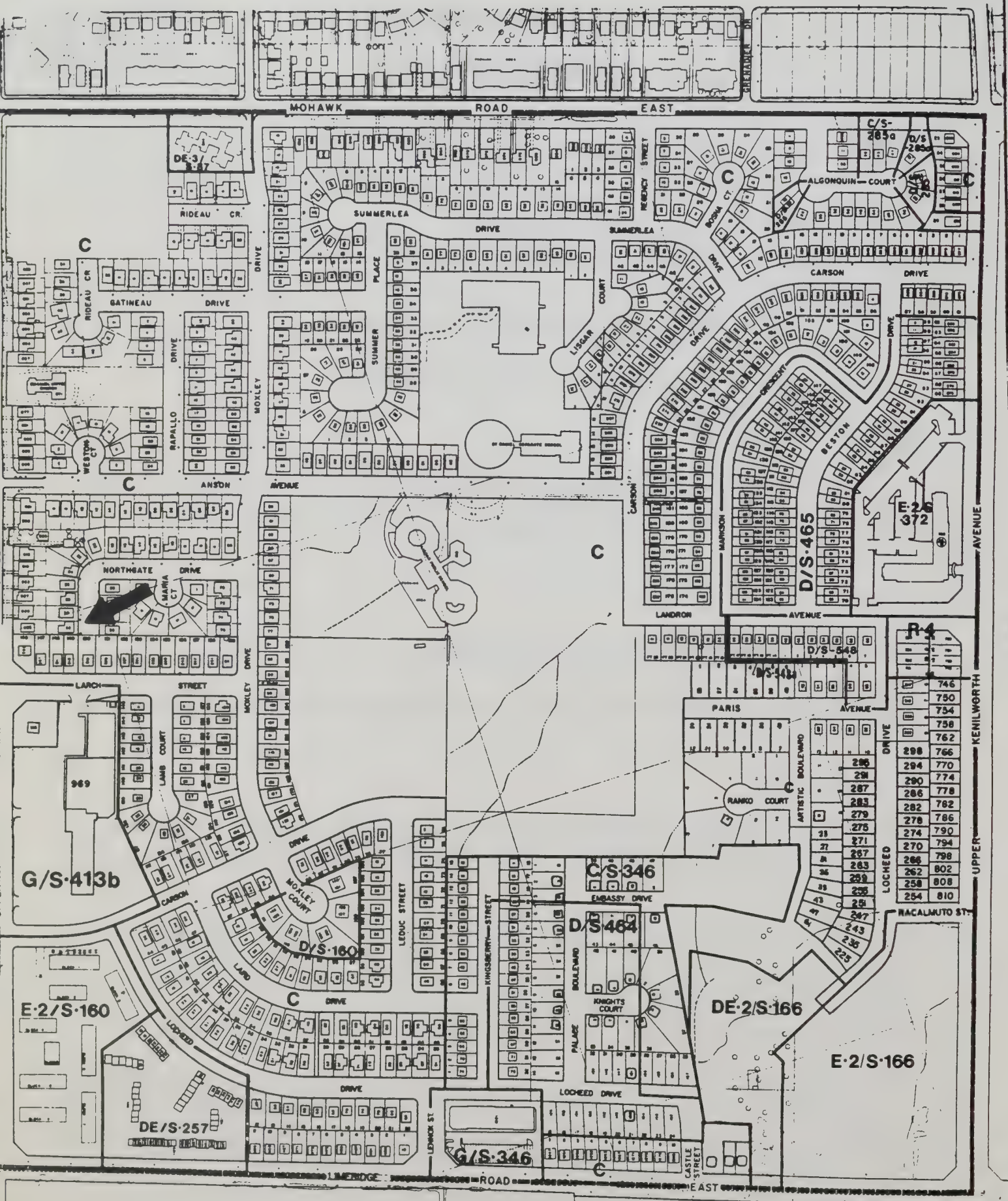
BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. Bucci, 32 Northgate Drive, that parking be prohibited on the west side of the street directly in front of his home to provide a driveway clearance.

Northgate has a 28 foot pavement width, and presently, there is unrestricted parking on this short dead end section of street. Staff supports the principle of removing parking from one side of narrow streets such as this to facilitate two-way traffic flow and driveway movements. Staff has confirmed that parked vehicles on both sides of Northgate in this area do obstruct driveway movements to some degree and, therefore, staff concurs with the request.

The implementation of the requested regulation would result in a loss of only one legal on-street parking space directly in front of Mr. Bucci's home. However, since virtually all residents in this area have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, staff does not anticipate any parking difficulties for area residents.

CVB/MBH/klk


MOHAWK ROAD EAST
DE-3/S-47
RIDEAU CR.
SUMMERLEA DRIVE
SUMMERLEA PLACE
REGENCY STREET
BOSNA CT.
ALGONQUIN COURT
C/S-285a
D/S-285a
CARSON DRIVE
GATINEAU DRIVE
WESTON CT.
RAPALLO DRIVE
MOXLEY DRIVE
SUMMER AVENUE
LUSCAR COURT
CARSON DRIVE
MARVISON CRESCENT
BESTON DRIVE
D/S-465
E-2/S-372
LANDRON AVENUE
NORTHGATE DRIVE
MARIA CT.
LARCH STREET
LAMB COURT
969
G/S-413b
MOXLEY DRIVE
D/S-548
PARIS AVENUE
RANKO COURT
ARTISTIC BOULEVARD
LOCHEED DRIVE
R-4
KENILWORTH AVENUE
UPPER RACALMUTO ST.
MOXLEY COURT
D/S-160
LEDUC STREET
KINGSBERRY STREET
C/S-346
EMBASSY DRIVE
D/S-464
KNIGHTS COURT
PALACE BOULEVARD
LOCHEED DRIVE
DE-2/S-166
E-2/S-166
E-2/S-160
DE/S-257
LEMOR ST.
G/S-346
CASTLE STREET
LIMEBRIDGE ROAD EAST

2(B)(x)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 23
File No. TEC-298-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: No. 499 Mary Street - Request for a Reserved "Permit Parking" Space for a Disabled Resident.

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Mary Street commencing at a point 135 feet south of Wood Street East and extending to a point 20 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Commissioner of Public Works and Traffic be authorized to issue one parking permit to Edmund Mroz, 499 Mary Street.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Edmund Mroz, 499 Mary Street, that a reserved "Permit Parking" space be designated on the west side of Mary Street in front of his home since he is disabled.

Mary has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this block.

The City Council, on 1987 December 8, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. Staff has confirmed that Mr. Mroz possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, staff concurs with the request.

SH/CVB/MBH/kg


E/S 28
D
J
K
STREET
EAST
NORTH
MACAULEY
PICTON
ST.
AVENUE
WELLINGTON
FERGUSON
SIMCOE
STRACHAN
JOHN
CATHARINE
MARY

2(B)(xi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 22
File No. TEC-296-95 / Author: S. Hayward

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Intersections of Shynal Avenue and Morley Street and Tate Avenue and Morley Street - Intersection Control.

RECOMMENDATION:

That northbound traffic on Shynal Avenue and Tate Avenue be required to stop for eastbound and westbound traffic on Morley Street and that the City Traffic By-law 89-72 be amended accordingly.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

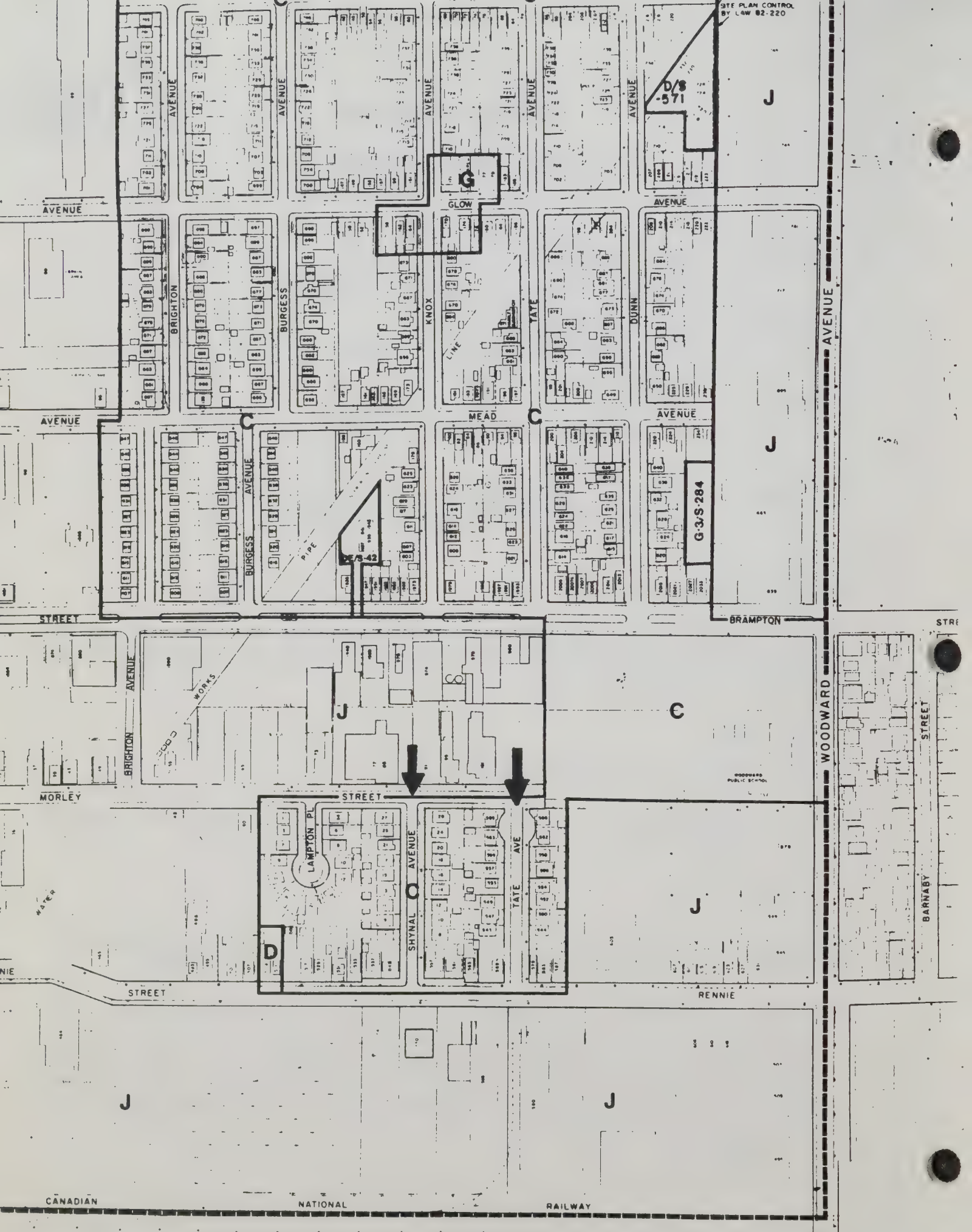
Sufficient funds are available to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has received a request from Ms. Kelly Coulsom, 1 Lampton Place, that stop control be implemented at the intersections of Shynal and Morley and Tate and Morley.

Both intersections are "T" type intersections, and presently, there are no intersection control signs at either location. Staff supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right-hand rule" which may not be clearly understood by all motorists. Therefore, staff concurs with the request and recommends that northbound traffic on Shynal and Tate be required to stop for eastbound and westbound traffic on Morley.

SH/CVB/MBH/kg


SITE PLAN CONTROL BY LAW 82-220
D/S -571
G
GLOW
AVENUE
BRIGHTON
BURGESS
KNOX
TATE
DUNN
LINE
MEAD
C
J
G-3/S-284
PIPE
D/S-42
STREET
BRAMPTON
WORKS
MORLEY
LAMPTON PL
SHYNAL
WOODWARD
BARNABY
RENNIE
D
CANADIAN NATIONAL RAILWAY

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 27
File No. TEC-303-95 / Author: W. Young

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Commissioner of Public Works and Traffic

SUBJECT: Canadian Corps of Commissionaires Annual Billing Rates for 1996

RECOMMENDATION:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1996, in accordance with specifications issued by Purchasing and Vendor's quote, as follows:

POSITION	BILLING RATE PER HOUR
Sergeant	$11.91
Commissionaire	$10.98

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds will be provided in the 1996 Traffic Division operating budget estimates to cover the cost of acquiring these services.

BACKGROUND:

For many years, the Canadian Corps of Commissionaires (Hamilton) has provided the City of Hamilton with parking control enforcement services, and the services provided have been very satisfactory.

The requested billing rates represent a 0% increase over the 1995 rates and include the Corps of Commissionaires administrative costs.

WY/klk

c.c. Purchasing Department

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 29
File No. TEC-301-95 / Author: B. J. Malone

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. G. Pavelka, P.Eng.
Chief Administrative Officer

SUBJECT: "Hamilton, Home of Grey Cup '96" Signing

RECOMMENDATION:

a) That approval be granted for the erection of signs identifying Hamilton as the location of the 1996 Grey Cup game, at major City of Hamilton entrance points on City of Hamilton Roads as requested by Grey Cup 96 Inc.; and

b) That the cost of signs erected identifying Hamilton as the location of the 1996 Grey Cup game be recovered from Grey Cup 96 Inc.; and

c) That the Ministry of Transportation of Ontario be formally requested to erect signs identifying Hamilton as the location of the 1996 Grey Cup game, on the Provincial Highways at major City of Hamilton entrance points, as requested by Grey Cup 96 Inc.; and

d) That the cost of signs that the Ministry agrees to the erection of identifying Hamilton as the location of the 1996 Grey Cup game be recovered from Grey Cup 96 Inc.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

J. G. Pavelka

N/A

BACKGROUND:

Mayor Morrow forwarded a FAX from Ms. Marnie Paikin, Co-Chair of Grey Cup 96 Inc., requesting that signs be erected at the major entrances to the city that would build support for the 1996 Grey Cup in Hamilton. It was suggested that at locations of existing "Hamilton"

"Hamilton" municipality signing, a sign could be added stating "home of the Grey Cup '96", or similar message.

Currently, municipality signs are installed on local, regional and provincial roads entering the city. On city streets, additional sign could be installed below the existing "Hamilton" signs with the approval of the Transport and Environment Committee.

Don Bowman, the Executive Director of 1996 Grey Cup Inc. has confirmed that the intent of the request was that these signs be installed as soon as possible, and they remain in place until the Grey Cup, 1996 Dec 08. This type of signing may be effective in highlighting the fact that the City of Hamilton and the Region of Hamilton-Wentworth will host the 1996 Grey Cup. The placement adjacent to existing municipality signing will provide a strong link between the city and the event.

Therefore it is recommended that approval be granted for the installation of signing that would supplement existing "Hamilton" municipality signing on City of Hamilton roads that would indicate "home of the Grey Cup '96", or similar wording. Specific wording and locations of these signs would be as requested by 1996 Grey Cup Inc. If approved, all costs relating to the signing would be recovered from 1996 Grey Cup Inc. The estimated cost for fabrication, erection and removal of each 900mm x 2400mm sign on local roads would be $300.00, including all taxes.

A report requesting similar approval for the erection of signs on regional roads will be will be forwarded to the Regional Transportation Services Committee.

Municipality signing for Hamilton also is present on roadways under the jurisdiction of the Ministry of Transportation. Ministry staff have been contacted requesting that similar signing be erected below the "Hamilton" signs on Ministry highways.

Current Ministry policy contains a provision for temporary signing for major sporting events, and the Grey Cup would be covered under that policy. However, that only permits the installation of signing necessary to direct traffic to an event "where lack of direction to these attractions may result in dangerous and confusing situations for the motorist", and not of signing that would act as a promotion of the event itself. These signs would be erected only one week prior to the event, supplementing directional trailblazing signing that will be erected on local streets to the sports venue.

At report deadline the ministry had not yet provided a response to the request. However it is anticipated that given that current Ministry policy does not permit the type of signing detailed, that the request will be denied. In anticipation of the denial at the staff level, it is therefore recommended that the Ministry of Transportation of Ontario be formally requested to permit the installation of signs identifying Hamilton as the location of the 1996

Grey Cup game on the Provincial Highway System, at major City of Hamilton entrance points. Exact locations would be as requested by 1996 Grey Cup Inc. All costs for this signing, if approved, would be recovered from 1996 Grey Cup Inc.

BJM/klk

2(D)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: November 15, 1995
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-95-65)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: December 12, 1995

Location	Municipal Address	Owner	Type of Encroachment	First Year/Annual	File Number
Rosslyn Avenue South	153 Rosslyn Avenue South	Lisa Marie Vandervelde	Portion of Building .42m x 11.34m Bay Window 3.2m x .90m Air Conditioning Unit .76m x 1.84m Chimney .64m x 1.34m	138/20	T103 50 1126
Parkside Drive	2 Parkside Drive	Joan & Alan McArthur	Steps .46m x 1.42m	138/20	T103 50 1097
Mary Street	511 Mary Street	John & Catherine Dumond	Frame Stoop .91m x 4.13m	134/20	T103 50 1093
Fairleigh Avenue South	660 Main Street East	James & Audrey Bezemer	Portion of building 0.03m x 3.96m onto Fairleigh Ave S.	138/20	T103 50 1141
Paling Avenue North	268 Paling Avenue North	Christopher David Petsche Sheryl Anne McIntee Thomas George Petsche	Wooden Steps 1.219m x 0.448m	138/20	T103 50 1195
East 31st Street	14 East 31st Street	Marilyn Joyce Cowie	Concrete Stoop .64m x 3.24m	138/20	T103 50 1193
Locke Street South	195 Locke Street South	Gerald Mastromatteo	Portion of House 12.954m x .152m Portion of House 3.20m x .610m	138/20	T103 50 1199
Hunter Street East	352-356 Hunter St. East	Bruno Megna I/T	2 Eaves each measuring .3m x 2.0m	138/20	T103 50 1201
Albert Street	31-43 Albert Street	Sacchetta Investments Limited	2 Concrete Steps .5m x 1.7m, Concrete Cellar Window Wells, onto Maplewood Avenue a - .35m x 1.5m b - .30m x 1.5m	138/20	T103 50 1200
Burlington Street East	144 Burlington Street East	David Laranjeiro Nunes Suzy Agostinho Nunes	Front steps .777m x 1.105m	138/20	T103 50 1209
Lorne Avenue	88 Maplewood Avenue	St. Peter's Hospital	2 lamp posts .33m in diameter concrete curb approx. 31.5m in linear length & .2m in width	138/20	T103 50 1198

20)Gi

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 22
S715-21 & S715-31 G. McGuire

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

To incorporate certain City land into Appleblossom Drive by By-Law. (R-95-66)

RECOMMENDATION:

a) That the following City land be incorporated into a certain street:

Appleblossom Drive Block 31 Plan 62M-710

b) That the By-Law to carry out the incorporation of the said land into the foregoing street be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Law.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

(cont'd pg 2)

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Appleblossom Drive	Block 31, 62M-710	N/A	To provide legal access to Appleblossom Drive	S715-21 S715-31

cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 31, ON PLAN 62M-710 INTO APPLEBLOSSOM DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Appleblossom Drive within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Appleblossom Drive.

All of Block 31, Plan 62M-710

City of Hamilton
Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open the said lands as a public highway.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

2(D)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November, 15
S705-31 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: **1995 Servicing Expenditures Related to Subdivisions (R-95-64)**

RECOMMENDATION:

a That the submitted schedules of works be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated costs of services in;

" ELEANOR HEIGHTS ADDITION - PHASE TWO ", Hamilton

City's Share $ -NIL- **Subdivider's Share $ 71,839.00**

b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreements with the Owners of "Eleanor Heights Addition - Phase Two", and any other related documents for this Subdivision subject to the approval of the City Solicitor.

cont'd...

cont'd...

c) That approval of the above-noted clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement have been registered.

d) In the event that the owners wish to proceed prior to the registration of the Final Plan and Subdivision Agreement being registered they should be allowed to do so at their own risk provided that they enter into a standard agreement with the City of Hamilton for pre-servicing.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There is no City share associated with the cost of installation of City services for this development.

cont'd...

cont'd...

BACKGROUND:

At its meeting of March 8, 1988, City Council approved the draft plan for Eleanor Heights Addition. The owner, Stiennagel Construction Limited, wishes to proceed with the development of Eleanor Heights Addition - Phase Two at this time. One of the conditions of draft plan approval requires the owner to enter into a Subdivision Agreement with the City of Hamilton in order to satisfy engineering and financial requirements of the City. The development of Eleanor Heights Addition - Phase 2 will result in the creation of 12 single family lots for residential development.

An estimate of the costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

The lands of Eleanor Heights Addition - Phase 2 are located east of Eleanor Avenue and north of Rymal Road in the Eleanor Neighbourhood.

J.d. ps

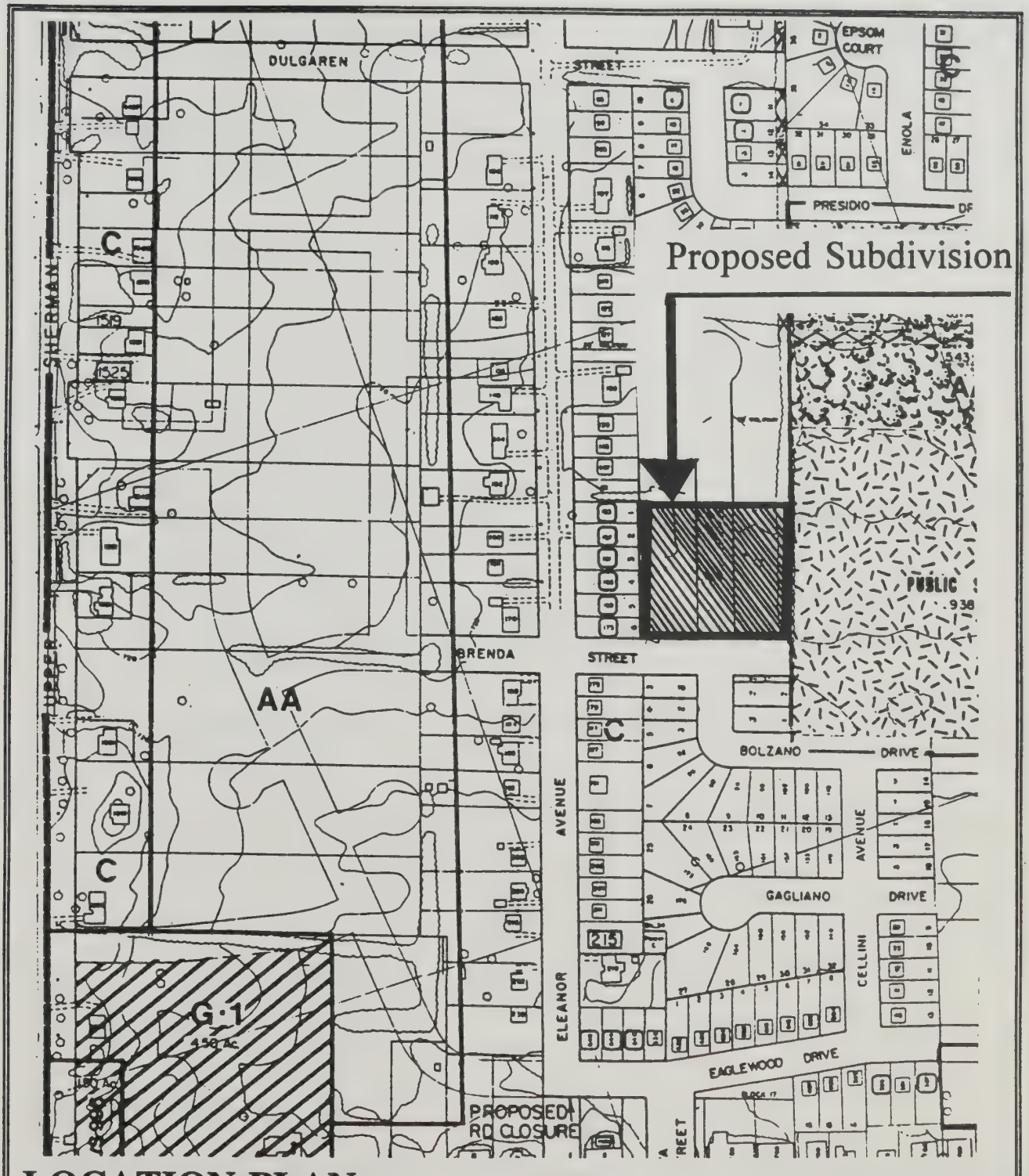
cc: A. C. Ross, City Treasury Department
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com.

T&E/Disc/PS

1995 SUBDIVISION EXPENDITURE SUMMARY

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: RECOVERABLE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL COSTS
ELEANOR HEIGHTS ADDITION - PHASE TWO STEINNAGEL CONSTRUCTION LIMITED A.J. CLARKE AND ASSOCIATES LIMITED FILE NO. S705-31 P. STRONG	12 LOTS HAMILTON	COUNCIL MARCH 8, 1988	Catch Basins & Connections	$0.00	$0.00			
			Curbs & Sidewalks	$0.00	$0.00			
			Finished Roads	$0.00	$0.00			
			Sewers & Watermains	$0.00	$0.00			
			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
						$0.00	$71,839.00	$71,839.00
TOTALS:				$0.00	$0.00	$0.00	$71,839.00	$71,839.00

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable



LOCATION PLAN

"ELEANOR HEIGHTS ADDITION - PHASE 2", HAMILTON

SUBLIST/DISC

CITY OF HAMILTON

- RECOMMENDATION -

2(D)(iv

DATE: 1995 November 27
T103- 50 (1202)

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Advertent Encroachment
Retaining Wall, 154 Burlington Street East (R-95-68)

RECOMMENDATION:

That the application of Flamboro General Homes Inc. (Ontario Corporation) to install and maintain a retaining wall measuring 1.0m X 5.49m X 1.64m onto the Burlington Street road allowance be approved, subject to the following conditions:

1. i) That the applicant enter into an Encroachment Agreement in a form satisfactory to the Commissioner of Transportation/Environmental Services and the Law Department;

   ii) That the applicant pay a first year fee of $252. for processing and registration and an annual fee of $25.

2. That the Mayor and the City Clerk be authorized to sign and execute all necessary documents to execute this agreement;

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

BACKGROUND:

An application to enter into an encroachment agreement with the City of Hamilton has been received from Flamboro General Homes Inc. (Ontario Corporation). The applicant proposes to install and maintain a retaining wall measuring 1.0m X 5.49m X 1.64m onto the road allowance of Burlington Street East.

The City of Hamilton's policy is that if an existing or proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee. Therefore, this Department has no objection to the approval of this request.

MJP:
cc: A. Ross, City Treasurer

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 November 21 NOV 23 1995

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Offer to Purchase/Authority to Enter
Part of 26 Ewen Road, Hamilton
City of Hamilton sale to The Region of Hamilton-Wentworth

RECOMMENDATION:

(a) That an Offer to Purchase agreement between The Regional Municipality of Hamilton-Wentworth and The Corporation of the City of Hamilton executed on 1995 November 21 and scheduled to close on or before 1996 January 19 for the purchase by the Region of part of Lot 55, Concession 1, in the former Geographic Township of Ancaster, now in the City of Hamilton, being a parcel of vacant land having a frontage of 7.867 metres (25.81 feet) more or less, along the western limit of Ewen Road, and a depth of 26.359 metres (86.48 feet) more or less, comprising an area of 0.021 hectares (0.051 acres) more or less, shown as Part 1 on Plan 62R-13242 subject to a pipeline easement in favour of Union Gas Limited over the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved and completed as the requirements in the Municipal Act pursuant to the City's Real Estate Procedural By-law No. 95-049 enacted on 1995 February 14 have been fulfilled by the City, and funds derived from this sale of $16,800.00 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)); and,

(b) That an Authority to Enter between The Regional Municipality of Hamilton-Wentworth and The Corporation of the City of Hamilton executed on 1995 November 21 for the lands being composed of part of Lot 55, Concession 1, in the former Geographic Township of Ancaster, now in the City of Hamilton, being a parcel of vacant land having a frontage of 7.867 metres (25.81 feet) more or less, along the western limit of Ewen Road, and a depth of 26.359 metres (86.48 feet) more or less, comprising an area of 0.021 hectares (0.051 acres) more or less, shown as Part of Plan 62R-13242 subject to a pipeline easement in favour of Union Gas Limited over the northern half of Part 4 on Plan 62R-6555, known municipally as part of 26 Ewen Road, Hamilton, be approved; and,

(c) That the Mayor and City Clerk be authorized and directed to execute the necessary documents; and,

(d) That in accordance with Real Property Sales Procedural By-law No. 95-049,

(i) satisfactory Notice has been given to the public of the intended sale;

(ii) no appraisal of the fair market value of the property being sold was obtained as the lands are exempt from this requirement,

(iii) the City Clerk be authorized and directed to execute and (issue) a Certificate of Compliance in the form prescribed by Section 193 of the Municipal Act.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The amount of $16,800 be credited to Account No. CH 4X501 00102 (Reserve for Property Purchases (Sales)).

BACKGROUND:

In compliance with the Real Property Procedural By-law No. 95-049, please be advised that:

(a) on 1995 March 14, City Council approved Item 6 of the 8th Report of the Planning and Development Committee declaring the subject lands surplus to the requirements of the City;

(b) that in accordance with the approved Methods of Notice to the Public in Real Property Sales Procedural By-law 95-049, the Director of Property has placed a "For Sale" sign on the subject property which included the City's name and telephone number on the 27th day of March 1995, to inform the public that the City intends to sell the said subject lands;

(c) the sale of the subject lands are not subject to a formal appraisal as the subject lands are of a class ("Lands to be used for sites for the establishment and carrying on of industries and of industrial operations and incidental uses") exempted by Item 7d)(ii) of By-law No. 95-049, but the sale price falls within a range of value which has been determined by comparison to other market sales in the area.

The subject comprises a 7.867 metres (25.81 feet) by 26.359 metres (86.48 feet) parcel of industrial zoned land, surplus to the requirements of the City. On 1995 July 27 City Council approved the sale of the southern portion of 26 Ewen Road, to Union Gas for the relocation of a natural gas pipeline.

As a means of supporting and enhancing the network of bike paths in Hamilton-Wentworth, the Region has agreed to purchase the subject lands on behalf of The Hamilton Region Conservation Authority. The HRCA owns and maintains the Hamilton to Jerseyville Rail Trail to provide a bicycle path from west Hamilton to Ancaster. The eastern end of this Trail has no street access onto Ewen Road. The HRCA has agreed to provide appropriate landscaping and future maintenance should this sale of a road link be approved and title transferred from the Region to the HRCA. As envisioned by the Regional Bicycle Master Plan, this sale will provide the connection to the Rail Trail with the existing street network in west Hamilton and allow for the possibility of a future easterly extension of the Trail.

To allow construction and landscaping to commence before the start of winter the Region is requesting an Authority to Enter from the City of Hamilton.

VDP/hew

c.c. Alderman M. Kiss, Alderman, Ward 1

Alderman M. Caplan, Alderman, Ward 1

P. Noé Johnson, City Solicitor
Attention: Jennifer Lessing

Allan C. Ross, Treasurer

C. Bandurka, Property Clerk, Surveys

(1.3.157)

2(F)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 December 4

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: **Transport and Environment Committee Schedule of Meetings for 1996**

RECOMMENDATION:

That the attached Transport and Environment Committee Schedule of Meetings for 1996, be approved.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

TRANSPORT AND ENVIRONMENT COMMITTEE

SCHEDULE OF MEETINGS FOR 1996

Report titles to be listed in the "S" Drive by 5:00 p.m.	**Deadline for Reports 12:00 noon**	**Agenda Review Meetings 12:00 noon Room 219**	**Committee Meetings 9:30 a.m. Room 233**	**Council Meetings 7:30 p.m. Council Chamber**
January 12	January 12	January 16	January 22	January 30
January 26	January 26	January 30	February 5	February 13
February 23	February 23	February 27	March 4	March 12
*April 12	April 12	April 16	April 22	April 30
April 26	April 26	April 30	May 6	May 14
June 7	June 7	June 11	June 17	June 25
**June 21	June 21	June 25	July 4	July 9
August 9	August 9	August 13	August 19	August 27
September 6	September 6	September 10	September 16	September 24
September 20	September 20	September 24	September 30	October 8
October 25	October 25	October 29	November 4	November 12
November 22	November 22	November 26	December 2	December 10

***Please note the Easter Holiday Schedule**

**** Please note the summer schedule for the month of July the meeting is on Thursday due to the Canada Day Holiday on July 1st**


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